NACOmatic

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NC Min Alt#2 - 4
NC Min Rdr#2 - 9
NC Min TO#2 - 16
14A - 343
1A5 - 200
2A5 - 297
5W4 - 372
5W8 - 447
8A7 - 328
ACZ - 467
AFP - 461
AKH - 201
ASJ - 32
AVL - 47
BUY - 63
CLT - 74
CPC - 483
CTZ - 133
DPL - 285
ECG - 159
EDE - 155
EHO - 441
EQY - 329
ETC - 459
EWN - 350
EXX - 293
EYF - 170
FAY - 180
FBG - 197
FQD - 426
GEV - 283
GSB - 214
GSO - 228
GWW - 224
HBI - 43
HFF - 67
HKY - 263
HNZ - 362
HRJ - 175
HSE - 261
IGX - 68
ILM - 488
INT - 502
IPJ - 300
ISO - 288
IXA - 411
JNX - 450
JQF - 137
LBT - 313
LHZ - 308
MCZ - 485
MEB - 325
MQI - 318
MRH - 54
MRN - 344
MWK - 347
N52 - 477
N63 - 470
NCA - 271
NJM - 458
NKT - 121
OAJ - 280
OCW - 471
ONX - 152
PGV - 255
PMZ - 370
POB - 191
RCZ - 414
RDU - 373
RHP - 42
RUQ - 428
RWI - 416
SIF - 407
SOP - 368
SUT - 358
SVH - 454
TDF - 420
TTA - 436
UKF - 356
VUJ - 35
W03 - 497
W40 - 349
W95 - 360
ZEF - 174

A 09295 **ALTERNATE MINS** A

INSTRUMENT APPROACH PROCEDURE CHARTS

A IFR ALTERNATE AIRPORT MINIMUMS

Standard alternate minimums for non precision approaches are 800-2 (NDB, VOR, LOC, TACAN, LDA, VORTAC, VOR/DME, ASR or WAAS LNAV); for precision approaches 600-2 (ILS or PAR). Airports within this geographical area that require alternate minimums other than standard or alternate minimums with restrictions are listed below. NA - means alternate minimums are not authorized due to unmonitored facility or absence of weather reporting service. Civil pilots see FAR 91. IFR Alternate Airport Minimums: Ceiling and Visibility Minimums not applicable to USA/USN/USAF. Pilots must review the IFR Alternate Airport Minimums Notes for alternate airfield suitability.

NAME — ALTERNATE MINIMUMS

ALBEMARLE, NC

STANLY COUNTY ..... **ILS Rwy 22L[1]**
NDB or GPS Rwy 22L[2]

NA when control tower closed.
[1]ILS, Categories B,C, 800-2; Category D, 800-2¼. LOC, Category D, 800-2¼.
[2]Category D, 800-2¼.

ANDERSON, SC

ANDERSON RGNL ..... **ILS or LOC Rwy 5**
RNAV (GPS) Rwy 5
RNAV (GPS) Rwy 17
RNAV (GPS) Rwy 23
RNAV (GPS) Rwy 35
VOR Rwy 5

NA when local weather not available.

ASHEVILLE, NC

ASHEVILLE RGNL ..... **ILS or LOC Rwy 16[12]**
ILS or LOC Rwy 34[12]
RNAV (GPS) Rwy 16[34]
RNAV (GPS) Rwy 34[35]
RADAR-1, 900-2¾[1]

[1]NA when control tower closed.
[2]ILS, Categories A,B,C, 800-2; Category D, 800-2¼. LOC, Category D, 800-2¼.
[3]NA when local weather not available.
[4]Categories A,B, 900-2; Category C, 900-2½; Category D, 900-2¾.
[5]Categories A,B, 1000-2, Categories C, D, 1000-3.

BARNWELL, SC

BARNWELL RGNL ..... **RNAV (GPS) Rwy 17**

NA when local weather not available.

BURLINGTON, NC

BURLINGTON-ALAMANCE RGNL ..... **RNAV (GPS) Rwy 6**

NA when local weather not available.
Category D, 800-2¼.

NAME — ALTERNATE MINIMUMS

CHARLESTON, SC

CHARLESTON AFB/INTL . **ILS or LOC Rwy 15[1]**
ILS or LOC Rwy 33[1]
RNAV (GPS) Rwy 3[2]
RNAV (GPS) Rwy 15[2]
RNAV (GPS) Rwy 21[2]
RNAV (GPS) Rwy 33[2]
VOR/DME or TACAN Rwy 3[3]
VOR/DME or TACAN Rwy 21[3]

[1]ILS, Category E, 700-2½. LOC, Category E, 800-2½.
[2]Category E, 800-2½.
[3]Category E, NA.

CHARLESTON EXECUTIVE.. ..... **ILS or LOC Rwy 9**
RNAV (GPS) Rwy 4
RNAV (GPS) Rwy 9
RNAV (GPS) Rwy 27
VOR-A

NA when local weather not available.

CHARLOTTE, NC

CHARLOTTE/DOUGLAS INTL ..... **ILS or LOC Rwy 23**

ILS, Categories A,B,C,D, 700-2.

CLEMSON, SC

OCONEE COUNTY RGNL.. **RNAV (GPS) Rwy 7**
RNAV (GPS) Rwy 25

NA when local weather not available.

CLINTON, NC

SAMPSON COUNTY.. ..... **RNAV (GPS) Rwy 6**
RNAV (GPS) Rwy 24
VOR/DME-A

NA when local weather not available.

ALTERNATE MINS

09295

NAME ALTERNATE MINIMUMS

COLUMBIA, SC

COLUMBIA METROPOLITAN ..... **ILS or LOC Rwy 5**[1]
ILS or LOC Rwy 11[2]
ILS or LOC Rwy 29[2]

[1]ILS, Categories A,B, 800-2; Category C, 800-2¼; Category D, 800-2½. LOC, Category C 800-2¼; Category D, 800-2½.
[2]ILS, Categories C, D, 700-2.

CONCORD, NC

CONCORD RGNL ..... **ILS or LOC Rwy 20**[1]
RNAV (GPS) Rwy 2[2]
RNAV (GPS) Rwy 20[2]

Category D, 800-2½.
[1]NA when control tower closed.
[2]NA when local weather not available.

CURRITUCK, NC

CURRITUCK COUNTY RGNL ..... **RNAV (GPS) Rwy 5**
RNAV (GPS) Rwy 23

NA when local weather not available.

DARLINGTON, SC

DARLINGTON COUNTY JETPORT ..... **RNAV (GPS) Rwy 5**
RNAV (GPS) Rwy 23
VOR/DME-A

NA when local weather not available.

EDENTON, NC

NORTHEASTERN RGNL ..... **LOC Rwy 19**
RNAV (GPS) Rwy 1
RNAV (GPS) Rwy 19

NA when local weather not available.

ELIZABETH CITY, NC

ELIZABETH CITY CG AIR STATION/RGNL . **ILS or LOC Rwy 10**[1][2]
RNAV (GPS) Rwy 10

NA when local weather not available.
[1]ILS, Category D 700-2.
[2]ILS,LOC,NA when control tower closed.

ERWIN, NC

HARNETT RGNL JETPORT ..... **LOC/DME Rwy 5**
RNAV (GPS) Rwy 5
RNAV (GPS) Rwy 23

NA when local weather not available.

NAME ALTERNATE MINIMUMS

FAYETTEVILLE, NC

FAYETTEVILLE RGNL/ GRANNIS FIELD ..... **LOC BC Rwy 22**[1]
RNAV (GPS) Rwy 4
RNAV (GPS) Rwy 22
VOR Rwy 22

NA when local weather not available.
[1]NA when control tower closed.

FLORENCE, SC

FLORENCE RGNL ..... **ILS or LOC Rwy 9**[1][2]
RNAV (GPS) Rwy 1
RNAV (GPS) Rwy 9
RNAV (GPS) Rwy 19
RNAV (GPS) Rwy 27
VOR or TACAN-A

NA when local weather not available.
[1]ILS, Categories A,B,C, 700-2; Category D, 700-2¼. LOC, Category D, 800-2¼.
[2]NA when control tower closed.

FRANKLIN, NC

MACON COUNTY ..... **RNAV (GPS)-A**

NA when local weather not available.
Categories A, B, 1600-2; Category C, 1800-3.

GASTONIA, NC

GASTONIA MUNI ..... **RNAV (GPS) Rwy 21**

NA when local weather not available.

GOLDSBORO, NC

GOLDSBORO-WAYNE MUNI ..... **RNAV (GPS) Rwy 5**
RNAV (GPS) Rwy 23
VOR-A

NA when local weather not available.

GREENSBORO, NC

PIEDMONT TRIAD INTL ... **RNAV (GPS) Rwy 14**
RNAV (GPS) Rwy 32

NA when local weather not available.

GREENVILLE, NC

PITT-GREENVILLE ..... **RNAV (GPS) Rwy 8**
RNAV (GPS) Rwy 20
RNAV (GPS) Rwy 26

NA when local weather not available.

ALTERNATE MINS

09295

NAME ALTERNATE MINIMUMS

GREENVILLE, SC

DONALDSON CENTER ..... **ILS or LOC Rwy 5**
NA when local weather not available.
NA when control tower closed.

GREENVILLE
DOWNTOWN ..... **ILS or LOC Rwy 1[123]**
RNAV (GPS) Rwy 1[24]
RNAV (GPS) Rwy 10[24]
RNAV (GPS) Rwy 19[24]
RADAR-1[14]
[1]NA when control tower closed.
[2]NA when local weather not available.
[3]ILS, Category D, 700-2. LOC, Category D, 800-2¼.
[4]Category D, 800-2¼.

GREENWOOD, SC

GREENWOOD
COUNTY ..... **NDB or GPS Rwy 27**
VOR OR GPS Rwy 9
VOR Rwy 27
NA when local weather not available.

GREER, SC

GREENVILLE-SPARTANBURG
INTL-ROGER MILLIKEN ..... **ILS or LOC Rwy 4**
RADAR-1
RNAV (GPS) Rwy 4
RNAV (GPS) Rwy 22
NA when local weather not available.

JACKSONVILLE, NC

ALBERT J ELLIS ..... **ILS or LOC Rwy 5**
RNAV (GPS) Rwy 5
NA when local weather not available.

JEFFERSON, NC

ASHE COUNTY ..... **RNAV (GPS) Rwy 28**
Categories A, B, 1100-2; Category C, 1100-3; Category D, 1500-3.
NA when local weather not available.

KINGSTREE, SC

WILLIAMSBURG RGNL .... **RNAV (GPS) Rwy 32**
NA when local weather not available.
Category D, 1000-3.

KINSTON, NC

KINSTON RGNL JETPORT AT
STALLINGS FIELD ..... **ILS Rwy 5[12]**
RNAV (GPS) Rwy 5[3]
RNAV (GPS) Rwy 23[3]
VOR Rwy 23[1]
[1]NA when control tower closed.
[2]Category D, 700-2.
[3]NA when local weather not available.

NAME ALTERNATE MINIMUMS

LINCOLNTON, NC

LINCOLNTON-LINCOLN
COUNTY RGNL ..... **RNAV (GPS) Rwy 5**
RNAV (GPS) Rwy 23
NA when local weather not available.

LOUISBURG, NC

FRANKLIN COUNTY ..... **RNAV (GPS) Rwy 5**
RNAV (GPS) Rwy 23
VOR/DME-A
NA when local weather not available.

MONROE, NC

CHARLOTTE-
MONROE EXECUTIVE ..... **RNAV (GPS) Rwy 5**
RNAV (GPS) Rwy 23
NA when local weather not available.

MORGANTON, NC

FOOTHILLS RGNL ..... **RNAV (GPS) Rwy 3**
RNAV (GPS) Rwy 21
NA when local weather not available.

MYRTLE BEACH, SC

MYRTLE BEACH INTL ..... **ILS or LOC Rwy 18[1]**
ILS or LOC Rwy 36
ILS, Category D, 700-2.
[1]NA when local weather not available.

NEW BERN, NC

COASTAL CAROLINA
RGNL ..... **RNAV (GPS) Rwy 4**
RNAV (GPS) Rwy 22
VOR Rwy 4
VOR Rwy 22
NA when local weather not available.

NEWBERRY, SC

NEWBERRY COUNTY ..... **NDB Rwy 22**
RNAV (GPS) Rwy 4
RNAV (GPS) Rwy 22
NA when local weather not available.

NORTH MYRTLE BEACH, SC

GRAND STRAND ..... **ILS Rwy 23[1]**
VOR Rwy 5
VOR Rwy 23[2]
NA when control tower closed.
[1]ILS, Category D, 700-2¼. LOC, Category D, 800-2¼.
[2]Category D, 800-2¼.

ALTERNATE MINS

09295

NAME ALTERNATE MINIMUMS

ORANGEBURG, SC
ORANGEBURG MUNI ..... **NDB Rwy 5**
RNAV (GPS) Rwy 5
RNAV (GPS) Rwy 17
RNAV (GPS) Rwy 23
RNAV (GPS) Rwy 35
NA when local weather not available.
Category D, 800-2¼.

OXFORD, NC
HENDERSON-OXFORD ..... **LOC Rwy 6**
NDB Rwy 6
RNAV (GPS) Rwy 6
RNAV (GPS) Rwy 24
NA when local weather not available.

RALEIGH/DURHAM, NC
RALEIGH-DURHAM
INTL ..... **ILS or LOC Rwy 5L[1]**
ILS or LOC Rwy 5R[1]
ILS or LOC Rwy 23L[2]
ILS or LOC Rwy 23R[2]
NDB Rwy 23L[3]
VOR Rwy 32[4]
[1]ILS, Category D, 700-2.
[2]ILS, Categories A,B, 800-2; Category C, 800-2¼; Category D, 800-2½. LOC, Category C, 800-2¼; Category D, 800-2½.
[3]Category D, 800-2¼.
[4]Category C, 800-2¼; Category D, 800-2½.

REIDSVILLE, NC
ROCKINGHAM COUNTY NC
SHILOH ..... **NDB Rwy 31**
RNAV (GPS) Rwy 13
RNAV (GPS) Rwy 31
NA when local weather not available.

ROANOKE RAPIDS, NC
HALIFAX-NORTHAMPTON
RGNL ..... **RNAV (GPS) Rwy 2**
RNAV (GPS) Rwy 20
VOR/DME Rwy 2
NA when local weather not available.

ROCK HILL, SC
ROCK HILL/YORK CO/
BRYANT FIELD ..... **RNAV (GPS) Rwy 2**
RNAV (GPS) Rwy 20
NA when local weather not available.

ROCKY MOUNT, NC
ROCKY MOUNT-
WILSON RGNL ..... **RNAV (GPS) Rwy 4**
RNAV (GPS) Rwy 22
VOR/DME Rwy 22
NA when local weather not available.

NAME ALTERNATE MINIMUMS

ROXBORO, NC
PERSON COUNTY ..... **RNAV (GPS) Rwy 6**
RNAV (GPS) Rwy 24
NA when local weather not available.

RUTHERFORDTON, NC
RUTHERFORD CO/
MARCHMAN FIELD ..... **RNAV (GPS) Rwy 1**
NA when local weather not available.

SHELBY, NC
SHELBY-CLEVELAND
COUNTY RGNL ..... **NDB Rwy 23[1]**
RNAV (GPS) Rwy 5
NA when local weather not available.
[1]Category C, 800-2¼; Category D, 800-2½.

STATESVILLE, NC
STATESVILLE RGNL ..... **RNAV (GPS) Rwy 10**
RNAV (GPS) Rwy 28
VOR/DME Rwy 10
NA when local weather not available.

SUMTER, SC
SUMTER ..... **RNAV (GPS) Rwy 5[1]**
RNAV (GPS) Y Rwy 23
RNAV (GPS) Z Rwy 23
NA when local weather not available.
[1]Category C, 800-2¼; Category D, 800-2½.

WADESBORO, NC
ANSON COUNTY ..... **RNAV (GPS) Rwy 34**
NA when local weather not available.

WALLACE, NC
HENDERSON FIELD ..... **NDB Rwy 27**
Category D, 800-2½.

WASHINGTON, NC
WARREN FIELD ..... **RNAV (GPS) Rwy 5**
RNAV (GPS) Rwy 17
RNAV (GPS) Rwy 23
RNAV (GPS) Rwy 35
NA when local weather not available.

WHITEVILLE, NC
COLUMBUS COUNTY
MUNI ..... **NDB Rwy 6**
RNAV (GPS) Rwy 6
NA when local weather not available.

ALTERNATE MINS

09295

NAME	ALTERNATE MINIMUMS
WILMINGTON, NC	
WILMINGTON INTL ..	**ILS or LOC/DME Rwy 6[12]**
	ILS or LOC/DME Rwy 24[12]
	ILS Rwy 35[23]
	RADAR-1[3]
	RNAV (GPS) Rwy 6[1]
	RNAV (GPS) Rwy 17[1]
	RNAV (GPS) Rwy 24[1]
	RNAV (GPS) Rwy 35[1]

[1]NA when local weather not available.
[2]Category D, 700-2.
[3]NA when control tower closed.

WINSTON-SALEM, NC	
SMITH REYNOLDS	**ILS or LOC Rwy 33[12]**
	RNAV (GPS) Rwy 15[34]
	RNAV (GPS) Rwy 33[35]
	VOR/DME Rwy 15[5]

[1]NA when control tower closed.
[2]ILS,Categories B,C, 700-2,Category D, 800-2½. LOC, Category D, 800-2½.
[3]NA when local weather not available.
[4]Category D, 800-2¼.
[5]Category D, 800-2½.

ASHEVILLE, NC

Amdt. 5A, NOV 18, 1998 (FAA)

ELEV **2165**

ASHEVILLE RGNL

RADAR- 124.65 269.575 ▽ ⚠

	RWY	GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
ASR	34		AB	**2800**/24	660	(700-½)	C	**2800**/60	660	(700-1¼)
			D	**2800**-1½	660	(700-1½)				
	16		A	**3000**/50	835	(900-1)	B	**3000**/60	835	(900-1¼)
			C	**3000**-2½	835	(900-2½)	D	**3000**-2¾	835	(900-2¾)
CIRCLING			A	**3000**-1	835	(900-1)	B	**3000**-1¼	835	(900-1¼)
			C	**3000**-2½	835	(900-2½)	D	**3000**-2¾	835	(900-2¾)

Circling not authorized west of Rwy 16-34. Night circling not authorized.

BEAUFORT, SC

Amdt. 3A, NOV 20, 2008 (FAA)

ELEV **10**

BEAUFORT COUNTY

RADAR-1 118.45 292.125 ⚠ NA

	RWY	GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
ASR	25		ABC	**440**-1¼	430	(500-1¼)				
CIRCLING			AB	**500**-1¼	490	(500-1¼)	C	**500**-1½	490	(500-1½)

Use Beaufort MCAS/Merritt Field altimeter setting.
When Beaufort Class D not in effect, procedure NA.

BEAUFORT MCAS (KNBC), (MERRITT FLD) SC (08325 USN) ELEV 37

RADAR - (E) 123.7x 298.875x 317.775x 323.275x 372.0x 379.275x 383.6x

	RWY	GS/TCH/RPI	CAT	DH/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
PAR[1]	23[25]	3.0°/44/821	ABCDE	116-¼	100	(100-¼)
	32	3.0°/40/771	ABCDE	125-½	100	(100-½)
	14	3.0°/40/768	ABCDE	132-½	100	(100-½)
	5[25]	3.0°/38/779	ABCDE	137-¼	100	(100-¼)
PAR[1] W/O GS	23[4]		ABCDE	320-¾	304	(300-¾)
	5[4]		ABCDE	360-1	323	(400-1)
	14		ABCDE	380-1¼	348	(400-1¼)
	32[6]		ABCDE	380-1¼	355	(400-1¼)
ASR	23[3]		AB	360-½	344	(400-½)
			CDE	360-¾	344	(400-¾)
	5[7]		AB	440-¾	403	(500-¾)
			CD	440-1	403	(500-1)
			E	440-1¼	403	(500-1¼)
	14		ABC	420-1	388	(400-1)
			DE	420-1¼	388	(400-1¼)
	32		AB	520-1	495	(500-1)
			C	520-1¼	495	(500-1¼)
			D	520-1½	495	(500-1½)
			E	520-1¾	495	(500-1¾)
CIR	5, 14, 23		AB	500-1¼	463	(500-1¼)
			C	500-1½	463	(500-1½)
			D	600-2	563	(600-2)
			E	720-2½	683	(700-2½)
	32		AB	520-1¼	483	(500-1¼)
			C	520-1½	483	(500-1½)
			D	600-2	563	(600-2)
			E	720-2½	683	(700-2½)

[1]No-NOTAM MP 1200-2000Z++ Sat. [2]When ALS inop, increase vis CAT ABCDE to ½ mile. [3]When ALS inop, increase vis CAT ABC to 1 mile, CAT DE to 1¼ miles. [4]When ALS inop, increase vis CAT ABCDE to 1¼ miles. [5]CAUTION: PAR and VGSI not coincident. [6]Cross 2 NM from touchdown, 600 min alt. [7]When ALS inop, increase vis CAT AB to 1 mile,CAT CD to 1¼ miles,CAT E to 1½ miles.

BOGUE MCALF (KNJM), NC (07270 USA) ELEV 22

RADAR [1] **- (E)** 328.4 119.5x 361.2x 341.3x 336.4x 336.5x 363.6x

	RWY	GS/TCH/RPI	CAT	DH/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
PAR	23[2]	3.0°/37/706	ABCDE	271-1	250	(300-1)

[1]RADAR svc avbl by PPR only, during sked field hrs, ctc ATC DSN 582-0697, C252-466-0697 for PPR. [2]CAUTION: 20:1 visual area penetrated. Procedure NA at night.

CHERRY POINT MCAS (KNKT), (CUNNINGHAM FLD) NC(09239 USN) ELEV 29

RADAR - (E) 118.35x 120.15x 275.6x 299.6x 305.2x 314.8x 320.4x 337.2x 348.0x

	RWY	GS/TCH/RPI	CAT	DH/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
PAR	32L[1] [3]	3.0°/36/668	ABCDE	126-¼	100	(100-¼)
	23R	3.0°/55/1051	AB	273-¾	250	(300-¾)
			CDE	273-1	250	(300-1)
	14L[3]	3.0°/40/763	ABCDE	126-½	100	(100-½)
	5R[3]	3.0°/39/733	ABCDE	127-½	100	(100-½)
ASR	32L[2]		AB	340-½	314	(400-½)
			CDE	340-¾	314	(400-¾)
	23R[4]		ABCDE	360-1	337	(400-1)
	5R		AB	440-1	413	(500-1)
			CD	440-1¼	413	(500-1¼)
			E	440-1½	413	(500-1½)
	14L		AB	440-1	414	(500-1)
			C	440-1¼	414	(500-1¼)
			DE	440-1½	414	(500-1½)
CIR	All Rwys		AB	520-1	491	(500-1)
			C	540-1½	511	(600-1½)
			DE	580-2	551	(600-2)

[1]When ALS inop, increase vis CAT ABCDE to ½ mile. [2]When ALS inop, increase vis CAT ABCDE to 1 mile.[3]CAUTION: PAR RPI and PAPI RRP are not coincident. [4]When ALS inop, increase vis CAT ABCD to 1 mile, CAT E to 1¼ miles.

COLUMBIA, SC

Amdt. 12, SEP 24, 2009 (FAA)

ELEV **236**

COLUMBIA METROPOLITAN

RADAR- 133.4 285.6 124.15 338.2 ▽

	RWY GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
ASR	5	AB	**700**/24	472	(500-½)	C	**700**/40	472	(500-¾)
		D	**700**/50	472	(500-1)				
	11	AB	**680**/24	444	(500-½)	C	**680**/40	444	(500-¾)
		D	**680**/50	444	(500-1)				
	29	AB	**720**/24	493	(500-½)	C	**720**/40	493	(500-¾)
		D	**720**/50	493	(500-1)				
	23	AB	**680**/50	467	(500-1)	C	**680**/60	467	(500-1¼)
		D	**680**-1½	467	(600-1½)				
CIRCLING		AB	**740**-1	504	(600-1)	C	**840**-1¾	604	(700-1¾)
		D	**880**-2	644	(700-2)				

LOST COMMUNICATIONS (ALL RWYS): As directed by ATC on initial contact.

COLUMBIA, SC

Amdt. 2, OCT 22, 2009 (FAA)

ELEV **193**

JIM HAMILTON L.B. OWENS

RADAR-1 133.4 ▽ ⚠NA

	RWY GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
ASR	31	AB	**720**-1¼	535	(600-1¼)	C	**720**-1½	535	(600-1½)
		D	**720**-1¾	535	(600-1¾)				
CIRCLING		NA							

Use Columbia Metropolitan altimeter setting. Visibility reduction by helicopters NA.
Lost Communications (All Rwys): As directed by ATC on initial contact.

FLORENCE, SC

AMDT 1, MAR 12, 2009 (FAA)

ELEV **146**

FLORENCE RGNL

RADAR-1 118.6 341.7 135.25 316.15 ▽ ⚠NA.

	RWY GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
ASR	1	ABC	**480**-1	346	(400-1)	D	**480**-1¼	346	(400-1¼)
	9*	AB	**680**-½	534	(600-½)	C	**680**-1	534	(600-1)
		D	**680**-1¼	534	(600-1¼)				
	19**	AB	**860**-1	717	(800-1)	C	**860**-2	717	(800-2)
		D	**860**-2¼	717	(800-2¼)				
	27	AB	**560**-1	421	(500-1)	CD	**560**-1¼	421	(500-1¼)
CIRCLING		AB	**640**-1	494	(500-1)	C	**640**-1½	494	(500-1½)
		D	**740**-2	594	(600-2)				
CIRCLING*		AB	**680**-1	534	(600-1)	C	**680**-1½	534	(600-1½)
		D	**740**-2	594	(600-2)				
CIRCLING**		AB	**860**-1	714	(800-1)	C	**860**-2	714	(800-2)
		D	**860**-2¼	714	(800-2¼)				

GREENVILLE, SC

Amdt. 13A, SEP 25, 2008 (FAA) ELEV **1048**

GREENVILLE DOWNTOWN

RADAR- 118.8 385.4 ▽ A

	RWY	GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
ASR	1		ABC	**1480**-1¼	465	(500-1¼)	D	**1480**-1½	465	(500-1½)
CIRCLING			AB	**1620**-1¼	572	(600-1¼)	C	**1620**-1½	572	(600-1½)
			D	**1740**-2¼	692	(700-2¼)				

Alternate minimums: Standard, except CAT D 800-2¼, NA when control tower closed.

GREER, SC

Amdt. 6, SEP 1, 2005 (FAA) ELEV **964**

GREENVILLE-SPARTANBURG INTL - ROGER MILLIKEN

RADAR- 118.8 385.4 ▽ A

	RWY	GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
ASR	22		ABC	**1340**/40	376	(400-¾)	D	**1340**/50	376	(400-1)
	4		ABC	**1420**/40	471	(500-¾)	D	**1420**/50	471	(500-1)
CIRCLING			AB	**1420**-1¼	456	(500-1¼)	C	**1420**-1½	456	(500-1½)
			D	**1520**-2	556	(600-2)				

When APP CON closed, ASR NA.
For inoperative MALSR, increase S-22 Category D visibility to RVR 6000.
If local altimeter setting not received use Greenville Downtown altimeter setting and increase all MDAs 40 feet.

MC ENTIRE JNGB (MMT), SC (Eastover) (Orig 09295 USAF) ELEV 252

RADAR[12] 125.4 385.6 143.55 281.525 316.4x 269.05x ▽

	RWY	GS/TCH/RPI	CAT	DH/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
PAR[3]	32	2.5°/52/1169	ABCDE	443/24	200	(200-½)
ASR[4]	32		AB	640-½	397	(400-½)
			CD	640-¾	397	(400-¾)
			E	640-1	397	(400-1)
CIR	32		A	840-1	588	(600-1)
			B	860-1	608	(700-1)
			C	880-1¾	628	(700-1¾)
			D	880-2	628	(700-2)
			E	1020-2¾	768	(800-2¾)

[1]If no transmissions are received for one minute in the pattern or five/fifteen seconds on final approach, attempt contact with McEntire Tower on 253.5 or 132.4 and proceed VFR. If unable, proceed with TACAN/ILS/VOR/NDB approach, maintain 2000 until established on/over fix/ NAVAID/approach procedure. [2]Remain within 4 NM of MMT VORTAC to avoid R-6001; if unable, expect 10 minute delay for activation. [3]When ALS inop, increase RVR to 40 and vis to ¾ mile. [4]When ALS inop, increase CAT ABC RVR to 50 and vis to 1 mile, CAT D RVR to 60 and vis to 1¼ miles, CAT E vis to 1½ miles.

NEW BERN, NC

Amdt. 2B, JUL 2, 2009 (FAA) ELEV **19**

COASTAL CAROLINA RGNL

RADAR- 119.35 374.9

	RWY GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
ASR	4	ABC	**400**-1	383	(400-1)	D	**400**-1¼	383	(400-1¼)
	22	AB	**540**-1	525	(600-1)	C	**540**-1½	525	(600-1½)
		D	**540**-1¾	525	(600-1¾)				
CIRCLING		AB	**560**-1	541	(600-1)	C	**560**-1½	541	(600-1½)
		D	**580**-2	561	(600-2)				

When Cherry Point MCAS control zone not in effect: 1. Procedure not authorized. 2. Alternate minimums not authorize

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NEW RIVER MCAS (KNCA),

(MC CUTCHEON FLD) NC (Jacksonville) (08325 USN)

RADAR - (U) 118.575 132.2 279.575 289.4 308.4 346.325 350.225 353.875 **ELEV 26**

	RWY	GS/TCH/RPI	CAT	DH/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
PAR	1[1]	3.0°/45/877	ABCD	124-¼	100	(100-¼)
	5[1]	3.0°/35/646	ABCD	126-¼	100	(100-¼)
	19	3.0°/41/750	ABCD	123-½	100	(100-½)
	23	3.0°/36/655	ABCD	125-½	100	(100-½)
PAR W/O GS	5[2]		ABCD	400-1	374	(400-1)
	1[2]		ABCD	400-1	376	(400-1)
	23		ABCD	420-1¼	395	(400-1¼)
	19		ABCD	420-1¼	397	(400-1¼)
ASR	5[3]		ABC	380-¾	354	(400-¾)
			D	380-1	354	(400-1)
	23		AB	440-1	415	(500-1)
			CD	440-1¼	415	(500-1¼)
	19		AB	440-1	417	(500-1)
			CD	440-1¼	417	(500-1¼)
CIR ASR	All Rwy		AB	500-1	474	(500-1)
			C	500-1½	474	(500-1½)
			D	580-2	554	(600-2)
CIR PAR W/O GS	All Rwy		AB	500-1¼	474	(500-1¼)
			C	500-1½	474	(500-1½)
			D	580-2	554	(600-2)

[1]When ALS inop, increase vis to ½ mile. [2]When ALS inop, increase vis CAT ABCD to 1¼ miles.
[3]When ALS inop, increase vis CAT ABC to 1 mile, CAT D to 1¼ miles.

SIMMONS AAF (KFBG), NC (Fort Bragg) (08353 USA) ELEV 244

RADAR[1] - (E) 120.8 124.2 257.65 284.675

	RWY	GS/TCH/RPI	CAT	DH/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
PAR	27	3.0°/36/628	ABC	**428-½**	200	(200-½)
			D	NA	NA	NA

[1]Opr 1200-0400Z++ Mon-Fri, clsd hol. No-NOTAM preventive maint 1800-1900Z++ Fri.

WILMINGTON, NC Amdt. 6C, NOV 20, 2008 (FAA) ELEV 32

WILMINGTON INTL

RADAR- 118.25 135.75 284.65 346.35

	RWY	GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
ASR	17		ABC	**460**-1¼	428	(500-1¼)	D	**460**-1½	428	(500-1½)
	24		ABC	**460**-1¼	433	(500-1¼)	D	**460**-1½	433	(500-1½)
			ABC	**480**-1¼	451	(500-1¼)	D	**480**-1½	451	(500-1½)
	35		AB	**540**/40	509	(600-¾)	CD	**540**/50	509	(600-1)
CIRCLING			AB	**540**-1¼	508	(600-1¼)	C	**540**-1½	508	(600-1½)
			D	**640**-2	608	(700-2)				

When control tower closed procedure not authorized.

INSTRUCTION APPROACH PROCEDURE CHARTS

IFR TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

Civil Airports and Selected Military Airports

ALL USERS: Airports that have Departure Procedures (DPs) designed specifically to assist pilots in avoiding obstacles during the climb to the minimum enroute altitude , and/or airports that have civil IFR take-off minimums other than standard, are listed below. Take-off Minimums and Departure Procedures apply to all runways unless otherwise specified. Altitudes, unless otherwise indicated, are minimum altitudes in MSL.

DPs specifically designed for obstacle avoidance are referred to as Obstacle Departure Procedures (ODPs) and are described below in text, or published separately as a graphic procedure. If the (Obstacle) DP is published as a graphic procedure, its name will be listed below, and it can be found in either this volume (civil), or a separate Departure Procedure volume (military), as appropriate. Users will recognize graphic obstacle DPs by the term "(OBSTACLE)" included in the procedure title; e.g., TETON TWO (OBSTACLE). If not assigned a SID or radar vector by ATC, an ODP may be flown without ATC clearance to ensure obstacle clearance.

Graphic DPs designed by ATC to standardize traffic flows, ensure aircraft separation and enhance capacity are referred to as "Standard Instrument Departures (SIDs)". SIDs also provide obstacle clearance and are published under the appropriate airport section. ATC clearance must be received prior to flying a SID.

CIVIL USERS NOTE: Title 14 Code of Federal Regulations Part 91 prescribes standard take-off rules and establishes take-off minimums for certain operators as follows: (1) Aircraft having two engines or less - one statute mile. (2) Aircraft having more than two engines - one-half statute mile. These standard minima apply in the absence of any different minima listed below.

MILITARY USERS NOTE: Civil (nonstandard) take-off minima are published below. For military take-off minima, refer to appropriate service directives.

NAME	TAKE-OFF MINIMUMS

AIKEN, SC

AIKEN MUNI (AIK)
AMDT 1 08045 (FAA)

TAKE-OFF MINIMUMS: **Rwy 1,** 200-1¼ or std. w/ min. climb of 220' per NM to 800, or alternatively, with std. takeoff min. and a normal 200' NM climb gradient, takeoff must occur no later than 1400' prior to departure end of runway.

DEPARTURE PROCEDURE: **Rwy 19,** climb heading 186° to 1100 before turning west.

NOTE: **Rwy 1**, terrain 74' from departure end of runway, 9' left of centerline, 496' MSL. Numerous trees beginning 169' from departure end of runway, 35' left of centerline, up to 100' AGL/659' MSL. Tree 6,023' from departure end of runway, 1,609' left of centerline, up to 100' AGL/649' MSL. Terrain beginning 75' from departure end of runway, 246' right of centerline up to 496' MSL. Numerous trees beginning 1322' from departure end of runway, 241' right of centerline, up to 100' AGL/609' MSL. **Rwy 7,** terrain beginning 51' from departure end of runway, 207' right of centerline up to 499' MSL. Numerous trees beginning 1230' from departure end of runway, 550' right of centerline, up to 100' AGL/609' MSL. Numerous trees beginning 1601' from departure end of runway, 731' left of centerline, up to 56' AGL/563' MSL.

AIKEN MUNI (CON'T)

Rwy 19, numerous trees beginning at departure end of runway, 110' right of centerline, up to 100' AGL/629' MSL. numerous trees beginning 6' from departure end of runway, 82' left of centerline, up to 100' AGL/639' MSL. **Rwy 25,** tree 1244' from departure end of runway, 766' right of centerline, 73' AGL/572' MSL. Tree 1506' from departure end of runway, 661' left of centerline, 72' AGL/561' MSL.

ALBEMARLE, NC

STANLY COUNTY (VUJ)
ORIG 09071 (FAA)

TAKE-OFF MINIMUMS: **Rwys 4L,22R,** NA-VFR runway. **Rwy 4R,** 300-1½ or std. w/ min. climb of 297' per NM to 1000.

NOTE: **Rwy 4R,** trees 1.25 NM from DER, 2078' left of centerline, 100' AGL/859' MSL. Powerlines 1.1 NM from DER left to right of centerline 78' AGL/799' MSL. **Rwy 22L,** multiple trees beginning 196' from DER, 249' right of centerline, 100' AGL/709' MSL. Multiple trees beginning 847' from DER, 648' left of centerline, 100' AGL/699' MSL.

ANDERSON, SC

ANDERSON RGNL

NOTES: **Rwy 5,** multiple trees beginning 1282' from departure end of runway, 172' right of centerline, up to 93' AGL/879' MSL. Multiple trees beginning 85' from departure end of runway, 299' left of centerline, up to 89'AGL/878' MSL. **Rwy 17,** multiple trees beginning 1017' from departure end of runway, 25' right of centerline, up to 73' AGL/800' MSL. Multiple trees beginning 3' from departure end of runway, 47' left of centerline, up to 77' AGL/820' MSL. **Rwy 23,** transmission line tower and multiple trees beginning 1186' from departure end of runway, 552' left of centerline, up to 100' AGL/890' MSL. **Rwy 35,** multiple trees beginning 131' from departure end of runway, 279' right of centerline, up to 87' AGL/854' MSL. Ceilometer and tree beginning 257' from departure end of runway, 319' left of centerline, up to 73' AGL/820' MSL.

ANDREWS, NC

WESTERN CAROLINA RGNL

TAKE-OFF MINIMUMS: **Rwys 8, 26,** max. 180 KIAS 3400-2, max. 210 KIAS 3400-2½, max. 250 KIAS 3400-3.

DEPARTURE PROCEDURE: **Rwys 8, 26,** procedure NA at night. Remain within 3 NM of Andrews-Murphy Airport while climbing in visual conditions to cross airport westbound at or above 4900. Then climb to 7000 via heading 251° and HARRIS (HRS) VORTAC R-356 to HRS VORTAC before proceeding on course.

ANDREWS, SC

ROBERT F. SWINNE

TAKE-OFF MINIMUMS: **Rwy 18,** 300-1. **Rwy 36,** 400-1.

DEPARTURE PROCEDURE: **Rwy s18, 36,** climb runway heading to 500 before turning left.

NOTE: **Rwy 18,** tower 165' from departure end of runway, 500' right of centerline, 118' AGL/145' MSL. Tree 630' from departure end of runway, 350' left of centerline, 87' AGL/114' MSL. Water tank 340' from departure end of runway, 1040' right of centerline, 129' AGL/156' MSL. **Rwy 36,** tree 60' from departure end of runway, 500' left of centerline, 67' AGL/85'MSL. Tree 10' from departure end of runway, 210' right of centerline, 55' AGL/73' MSL. Tree 10' from departure end of runway, 190' left of centerline, 32' AGL/50' MSL. Tree 720' from departure end of runway, 265' right of centerline, 34' AGL/61' MSL.

ASHEBORO, NC

ASHEBORO RGNL

TAKE-OFF MINIMUMS: **Rwy 3,** std. with a min. climb of 230' per NM to 1200. **Rwy 21,** 400-2 or std. with a min. climb of 340' per NM to 1200.

DEPARTURE PROCEDURE: **Rwy 21,** climb runway heading to 1500 before turning southeast.

ASHEVILLE, NC

ASHEVILLE RGNL (AVL)

AMDT 8 09127 (FAA)

TAKE-OFF MINIMUMS: **Rwy 16,** std. with a min. climb of 360' per NM to 6100, or 3300-3 for climb in visual conditions. **Rwy 34,** std. with a min. climb of 380' per NM to 5700, or 3300-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 16,** climb direct BRA NDB, climb in holding pattern; hold South, right turns, 344° inbound to cross BRA NDBat or above 6100 before proceeding on course or for climb in visual conditions: cross Asheville Rgnl Airport southbound at or above 5300 MSL direct BRA NDB before proceeding on course. NOTE: climb in visual NA at night. **Rwy 34,** climb direct KEANS (IM) LOM, climb in holding pattern; hold North, left turns, 164° inbound to cross KEANS LOM at or above 7000 before proceeding on course or for climb in visual conditions; cross Asheville Rgnl Airport northbound at or above 5300 MSL direct KEANS LOM before proceeding on course. Note: climb in visual NA at night.

NOTE: **Rwy 16,** tree 207' from DER, 529' left of centerline, 100' AGL/2148' MSL. **Rwy 34,** tree 543' from DER, 614' left of centerline, 100' AGL/2194' MSL.Tree 81' from DER, 41' left of centerline, 100' AGL/2172' MSL.

BARNWELL, SC

BARNWELL RGNL

TAKE-OFF MINIMUMS: **Rwy 17,** 300-2½ or std. w/ min. climb of 241' per NM to 800.

DEPARTURE PROCEDURE: **Rwy 17,** climb heading 165° to 1100 before turning. **Rwy 23,** climb heading 230° to 1100 before turning south.

NOTE: **Rwy 5,** trees beginning 1959' from departure end of runway, 506' right of centerline, up to 100' AGL/329' MSL. Trees beginning 2458' from departure end of runway, 440' left of centerline, up to 100' AGL/359' MSL. **Rwy 17,** trees beginning 3225' from departure end of runway, 1092' right of centerline, up to 100'AGL/339' MSL. Tower 1.9 NM from departure end of runway, 3064' left of centerline, 366' AGL/544' MSL. **Rwy 23,** trees beginning 717' from departure end of runway, 237' right of centerline, up to 100' AGL/339' MSL. Trees beginning 971' from departure end of runway, 254' left of centerline, 100' AGL/349' MSL. Tree 2933' from departure end of runway, 559' left of centerline, 100' AGL/319' MSL. **Rwy 35,** trees beginning 948' from departure end of runway, 570' left of centerline, up to 100' AGL/349' MSL. Trees beginning 2805' from departure end of runway, 440' right of centerline, up to 100' AGL/ 359' MSL.

BEAUFORT, NC

MICHAEL J. SMITH FIELD

TAKE-OFF MINIMUMS: **Rwy 21,** 300-1 or std. with a min. climb of 500' per NM to 500.

NOTE: **Rwy 21,** tower 2831' from departure end of runway, 926' left of centerline, 162' AGL/172' MSL.

BEAUFORT, SC

BEAUFORT COUNTY

DEPARTURE PROCEDURE: **Rwy 7,** climb runway heading to 1700 before turning right. **Rwy 25,** climb runway heading to 300 before turning right.

NOTE: **Rwy 25,** tree 1100' from departure end of runway, 70' left of centerline, 40' AGL/50' MSL. Powerline 1000' from departure end of runway, on centerline, 30' AGL/35' MSL.

BENNETTSVILLE, SC

MARLBORO COUNTY JETPORT-H.E. AVENT FIELD (BBP)

ORIG 09155 (FAA)

NOTE: **Rwy 6,** trees beginning 383' from DER, 425' left of centerline, up to 100' AGL/249' MSL. Trees beginning 667' from DER, 420' right of centerline, up to 100' AGL/249' MSL. **Rwy 24,** trees beginning 653' from DER, 570' left of centerline, upt o 100' AGL/239' MSL. Trees beginning 866' from DER, 422' right of centerline, up to 100' AGL/239' MSL.

BOGUE MCALF (KNJM)

SWANSBORO, NC 07270

TAKE-OFF OBSTACLES: **Rwy 05**, Trees, 82' MSL (60' AGL) 1253' from DER, 257' left of centerline. **Rwy 23**, Trees, 90' MSL (70' AGL), 540' from DER, 439' right of centerline. Trees, 90' MSL (70' AGL), 540' from DER, 439' right of centerline. Trees, 90' MSL (70' AGL), 608' from DER, 54' right of centerline.

BURLINGTON, NC

BURLINGTON-ALAMANCE RGNL

DEPARTURE PROCEDURE: **Rwy 6,** climb runway heading to 1200 before turning left.

CAMDEN, SC

WOODWARD FIELD

TAKE-OFF MINIMUMS: **Rwy 6,** 200-1¼ or std. w/ min. climb of 362' per NM to 700.

NOTE: **Rwy 6,** light 184' from departure end of runway, 500' right of centerline, 27' AGL/316' MSL. Trees beginning 867' from departure end of runway, 113' right of centerline, up to 83' AGL/373' MSL. Trees beginning 736' from departure end of runway, 256' left of centerline, up to 100' AGL/419' MSL. Water tank 5407' from departure end of runway, 1852' left of centerline, 168' AGL/487' MSL. **Rwy 14,** trees and terrain beginning 90' from departure end of runway, 68' left of centerline, up to 100' AGL/409' MSL. Trees and terrain beginning 159' from departure end of runway, 148' right of centerline, up to 100' AGL/399' MSL. **Rwy 24,** trees beginning 137' from departure end of runway, 413' right of centerline, up to 100' AGL/338' MSL. Trees beginning 234' from departure end of runway, 389' left of centerline, up to 100' AGL/347' MSL. **Rwy 32,** trees beginning 3059' from departure end of runway, 455' right of centerline, up to 100' AGL/449' MSL. Tree 5066' from departure end of runway, 858' left of centerline, 100' AGL/429' MSL.

CHAPEL HILL, NC

HORACE WILLIAMS

DEPARTURE PROCEDURE: **Rwy 9,** climb heading 090° to 1400 before turning southwest. **Rwy 27,** climb heading 270° to 2400 before turning south.

NOTE: **Rwy 9,** trees 1084' from departure end of runway, 250' left of centerline, 82' AGL/551' MSL. Trees 785' from departure end of runway, 401' right of centerline, 56' AGL/520' MSL. **Rwy 27,** trees 200' from departure end of runway, 240' left of centerline, 43' AGL/542' MSL.

CHARLESTON, SC

CHARLESTON AFB/INTL (CHS)

AMDT 6 08045 (FAA)

NOTE: **Rwy 3,** multiple trees beginning 1157' from departure end of runway, 184' left of centerline, up to 77' AGL/111' MSL. Electrical equipment, microwave tower, and multiple trees beginning 102' from departure end of runway, 58' right of centerline, up to 104' AGL/136' MSL. **Rwy 15,** multiple trees beginning 213' from departure end of runway, 413' left of centerline, up to 93' AGL/107' MSL. Multiple trees beginning 200' from departure end of runway, 378' right of centerline, up to 42' AGL/66' MSL. **Rwy 21,** multiple trees beginning 42' from departure end of runway, 142' left of centerline, up to 92' AGL/111' MSL. Multiple trees beginning 1057' from departure end of runway, 199' right of centerline, up to 95' AGL/114' MSL. **Rwy 33,** trees 1797' from departure end of runway, 953' right of centerline, 84' AGL/128' MSL.

CHARLESTON EXECUTIVE

DEPARTURE PROCEDURE: **Rwy 22,** climb to 700 before turning west.

CHARLOTTE, NC

CHARLOTTE/DOUGLAS INTL (CLT)

AMDT 4 08325 (FAA)

DEPARTURE PROCEDURE: **Rwy 5,** climb heading 055° to 1700 before turning right. **Rwy 36C,** climb heading 003° to 1400 before turning left.

NOTE: **Rwy 5,** multiple trees beginning 1031' from departure end of runway, 480' left of centerline, up to 127' AGL/856' MSL. **Rwy 18L,** tower and pole beginning 981' from departure end of runway, 708' left of centerline, up to 160' AGL/850' MSL. Multiple trees beginning 1235' from departure end of runway, 707' right of centerline, up to 48' AGL/767' MSL. **Rwy 18C,** multiple trees beginning 1688' from departure end of runway, 735' left of centerline, up to 108' AGL/787' MSL. Multiple trees beginning 3251' from departure end of runway, 995' right of centerline, up to 102' AGL/841' MSL. **Rwy 23,** multiple trees beginning 3493' from departure end of runway, 198' left of centerline, up to 99' AGL/818' MSL. Multiple trees beginning 1491' from departure end of runway, 603' right of centerline, up to 74' AGL/823' MSL. **Rwy 36C,** multiple trees beginning 1937' from departure end of runway, 725' left of centerline, up to 54' AGL/823' MSL. Multiple trees beginning 1420' from departure end of runway, 309' right of centerline, up to 104' AGL/823' MSL. **Rwy 36R,** pole and multiple trees beginning 921' from departure end of runway, 416' left of centerline, up to 94' AGL/853' MSL. Railroad, antenna, multiple poles and trees beginning 471' from departure end of runway, 93' right of centerline, up to 96' AGL/855' MSL.

CHERAW, SC

CHERAW MUNI/LYNCH BELLINGER FIELD

NOTE: **Rwy 8,** multiple trees 465' from departure end of runway, 176' right of centerline, up to 100' AGL/279' MSL. Power lines 845' from departure end of runway, 501' left of centerline, 65' AGL/243' MSL. Multiple trees 2407' from departure end of runway, 11' left of centerline, up to 100' AGL/279' MSL. **Rwy 26,** trees 1089' from departure end of runway, 213' left of centerline, up to 100' AGL/389' MSL. Trees 1467' from departure end of runway, 63' right of centerline, up to 100' AGL/379' MSL. Power lines 2066' from departure end of runway, 186' right of centerline, 65' AGL/243' MSL.

CHERRY POINT MCAS (CUNNINGHAM FLD) (KNKT)

CHERRY POINT, NC 08073

Rwy 5R, 14L, 23R, 32L: Diverse departures not authorized.

TAKE-OFF OBSTACLES: **Rwy 5L**: Tree, 2765' from DER, 985' left of centerline, 91' MSL; Tree, 2414' from DER, 974' left of centerline, 87' MSL; Tree, 1470' from DER, 838' left of centerline, 85' MSL; Tree, 686' from DER, 678' left of centerline, 62' MSL; Tree, 1074' from DER, 497' left of centerline, 54' MSL; Tree, 780' from DER, 566' left of centerline, 50' MSL. **Rwy 14R**: Tree, 960' from DER, 727' left of centerline, 47' MSL.

CHESTER, SC

CHESTER CATAWBA RGNL (DCM)
ORIG 09015 (FAA)

NOTE: **Rwy 5,** trees beginning 383' from departure end of runway, 180' left of centerline up to 100' AGL/719' MSL. **Rwy 17,** trees beginning 54' from departure end of runway, 289' left of centerline up to 100' AGL/739' MSL. Trees beginning 164' from departure end of runway, 291' right of centerline up to 100' AGL/739' MSL. **Rwy 23,** trees beginning 163' from departure end of runway, 379' right of centerline up to 100' AGL/729' MSL. Trees beginning 3229' from departure end of runway, 726' left of centerline up to 100' AGL/779' MSL. **Rwy 35,** vehicle on road 761' from departure end of runway, 684' left of centerline up to 15' AGL/734' MSL. Trees beginning 321' from departure end of runway, 684' right of centerline up to 100' AGL/761' MSL.

CLEMSON, SC

OCONEE COUNTY RGNL

DEPARTURE PROCEDURE: **Rwy 25,** climb heading 252° to 1900 before turning right.

NOTE: **Rwy 7,** multiple trees beginning 25' from departure end of runway, 185' right of centerline, up to 100' AGL/923' MSL. Multiple trees beginning 35' from departure end of runway, 184' left of centerline, up to 100' AGL/912' MSL. **Rwy 25,** multiple trees and poles beginning 109' from departure end of runway, 2' right of centerline, up to 100' AGL/960' MSL. Multiple trees and poles beginning 123' from departure end of runway, 8' left of centerline, up to 100' AGL/973' MSL.

CLINTON, NC

SAMPSON COUNTY (CTZ)
AMDT 1 09267 (FAA)

NOTE: **Rwy 6,** trees beginning 9' from DER , 404' right of centerline, up to 65' AGL/215' MSL. Trees beginning 384' from DER, left and right of centerline, up to 125' AGL/245' MSL. **Rwy 24,** trees beginning 13' from DER, left and right of centerline, up to 100' AGL/219' MSL.

COLUMBIA, SC

COLUMBIA METROPOLITAN (CAE)
AMDT 1 09239 (FAA)

NOTE: **Rwy 5,** trees beginning 127' from DER, 128' left of centerline, up to 97' AGL/286' MSL. Trees beginning 420' from DER, 21' right of centerline, up to 74' AGL/283' MSL. **Rwy 11,** trees beginning 1896' from DER, 621' left of centerline, up to 48' AGL/277' MSL. Light pole and trees beginning 1043' from DER, 723' right of centerline, up to 69' AGL/268' MSL. **Rwy 23,** trees 3573' from DER, 1191' right of centerline, up to 60' AGL/329' MSL. **Rwy 29,** trees beginning 567' from DER, 535' left of centerline, up to 87' AGL/286' MSL. Trees beginning 1045' from DER, 526' right of centerline, up to 63' AGL/332' MSL.

JIM HAMILTON L.B. OWENS

TAKE-OFF MINIMUMS: **Rwy 31,** 600-1 or std. with a min. climb of 300' per NM to 1000. **Rwy 13,** 300-1 or std. with a min. climb of 220' per NM to 500.

DEPARTURE PROCEDURE: **Rwy 31,** immediate climbing left turn to 2000 via heading 186° before proceeding on course.

CONCORD, NC

CONCORD RGNL (JQF)
AMDT 2 08101 (FAA)

TAKE-OFF MINIMUMS: **Rwy 2,** 300-1½ or std. w/ min. climb of 210' per NM to 1000, or alternatively, with standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1400' prior to departure end of runway. **Rwy 20,** 200-1¾ or std. w/ min. climb of 204' per NM to 1000, or alternatively, with standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1200' prior to departure end of runway.

DEPARTURE PROCEDURE: **Rwy 2,** climb heading 016° to 2200 before proceeding on course. **Rwy 20,** climbing right turn heading 290° to intercept CLT VOR/DME R-039 outbound to 2000 before proceeding on course.

NOTE: **Rwy 2,** multiple poles and trees beginning 2444' from departure end of runway, 6' left of centerline, up to 43' AGL/792' MSL. Multiple poles and trees beginning 2104' from departure end of runway, 242' right of centerline, up to 27' AGL/786' MSL. Powerline 1.3 NM from departure end of runway, 2049' left of centerline, 164' AGL/908' MSL. **Rwy 20,** multiple street lights beginning 3047' from departure end of runway, 196' right of centerline, up to 105' AGL/744' MSL. Trees 1.3 NM from departure end of runway, 1581' right of centerline, up to 100' AGL/849' MSL.

CONWAY, SC

CONWAY-HORRY COUNTY

NOTE: **Rwy 4,** multiple trees 2307' from departure end of runway, 193' left of centerline, up to 100' AGL/134' MSL. **Rwy 22,** multiple trees 963' from departure end of runway, 97' right of centerline, up to 40' AGL/75' MSL.

CURRITUCK, NC

CURRITUCK COUNTY RGNL (ONX)

AMDT 1 09127 (FAA)

DEPARTURE PROCEDURE: **Rwy 5,** climb heading 045° to 1300 before proceeding on course. **Rwy 23,** climb heading 240° to 4000 before turning southbound.

NOTE: **Rwy 5,** trees beginning 41' from DER, 166' left of centerline, up to 100' AGL/122' MSL. Tree 4058' from DER, 388' right of centerline, 100' AGL/124' MSL. **Rwy 23,** trees beginning 60' from DER, 384' left of centerline, up to 100' AGL/115' MSL. Trees beginning 201' from DER, 427' right of centerline, up to 100' AGL/121' MSL.

DARLINGTON, SC

DARLINGTON COUNTY JETPORT

DEPARTURE PROCEDURE: **Rwy 34,** climb heading 343° to 900' before proceeding on course.

NOTE: **Rwy 5,** multiple trees beginning 11' from departure end of runway, 241' left of centerline, up to 97' AGL/246' MSL. Multiple trees beginning 72' from departure end of runway, 29' right of centerline, up to 97' AGL/236' MSL. **Rwy 10,** multiple trees beginning 20' from departure end of runway, 358' left of centerline, up to 74' AGL/243' MSL. Multiple trees beginning 1526' from departure end of runway, 46' right of centerline, up to 100' AGL/289' MSL. **Rwy 16,** multiple trees beginning 70' from departure end of runway, 258' right of centerline, up to 113' AGL/292' MSL. Tree 1295' from departure end of runway, 135' left of centerline, 70' AGL/256' MSL. **Rwy 23,** antenna 18' from departure end of runway, 263' left of centerline, 9' AGL/194' MSL. Trees beginning 241' from departure end of runway, 394' left of centerline, up to 70' AGL/249' MSL. Tree 732' from departure end of runway, 427' right of centerline, 33' AGL/212' MSL. **Rwy 28,** multiple trees beginning 405' from departure end of runway, 214' left of centerline, up to 100' AGL/299' MSL. Tree 2840' from departure end of runway, 46' right of centerline, 100' AGL/309' MSL. **Rwy 34,** tree 2008' from departure end of runway, 273' right of centerline, 87' AGL/277' MSL.

DILLON, SC

DILLON COUNTY

DEPARTURE PROCEDURE: **Rwys 7,25,** climb to 2200 on runway heading before turning south.

EDENTON, NC

NORTHEASTERN RGNL (EDE)

ORIG 09211 (FAA)

NOTE: **Rwy 1,** trees beginning 23' from DER, left and right of centerline, up to 100' AGL/117' MSL. **Rwy 19,** poles beginning 1038' from DER, 567' left of centerline, 37' AGL/47' MSL. Trees beginning 1258' from DER, left and right of centerline, up to 100' AGL/114' MSL.

ELIZABETH CITY, NC

ELIZABETH CITY COAST GUARD AIR STATION/RGNL

NOTE: When tethered balloon located approximately 2 NM southeast of airport is flying: **Rwys 1,10,** climb runway heading to 4000 before turning south. **Rwy 19,** climb to 4000 via ECG R-160 before turning east. **Rwy 28,** climb runway heading to 4000 before turning east.

ELIZABETHTOWN, NC

CURTIS L BROWN JR FIELD (EYF)

ORIG 09183 (FAA)

DEPARTURE PROCEDURE: **Rwy 15,** climb heading 152° to 2100 before turning left. **Rwy 33,** climb heading 332° to 1100 before proceeding on course.

NOTE: **Rwy 15,** trees beginning 368' from DER, left and right of centerline, up to 100' AGL/214' MSL. **Rwy 33,** vehicle on road 177' from DER, 543' right of centerline, 15' AGL/144' MSL. Trees beginning 344' from DER, left and right of centerline, up to 100' AGL/229' MSL.

ELKIN, NC

ELKIN MUNI

TAKE-OFF MINIMUMS: **Rwy 7,** 300-1 or std. with a min. climb of 270' per NM to1300. **Rwy 25,** 300-1 or std. with a min. climb of 290' per NM to 1300.

DEPARTURE PROCEDURE: **Rwys 7, 25,** climb to 3900 before turning north.

ERWIN, NC

HARNETT RGNL JETPORT

NOTE: **Rwy 5,** multiple trees beginning 1529' from departure end of runway 16' left of centerline, up to 96' AGL/297' MSL. Multiple trees beginning 2775' from departure end of runway, 111' right of centerline, up to 76' AGL/282' MSL. Multiple poles beginning 303' from departure end of runway, 445' left of centerline, up to 17' AGL/239' MSL. Pole beginning 671' from departure end of runway, 610' right of centerline, up to 38' AGL/239' MSL.

NOTE: **Rwy 23,** trees beginning 94' from departure end of runway, 206' right of centerline, up to 64' AGL/252' MSL. Trees beginning 5' from departure end of runway, 296' right of centerline, up to 59' AGL/247' MSL.

FAYETTEVILLE, NC

FAYETTEVILLE RGNL/GRANNIS FIELD (FAY)

ORIG 08213 (FAA)

NOTE: **Rwy 4,** trees beginning 154' from departure end of runway, 117' right of centerline, up to 79' AGL/189' MSL. Trees beginning 344' from departure end of runway, 240' left of centerline, up to 63' AGL/173' MSL. **Rwy 10,** trees beginning 182' from departure end of runway, 295' right of centerline, up to 43' AGL/223' MSL. Trees beginning 451' from departure end of runway, 383' left of centerline, up to 62' AGL/242' MSL. **Rwy 22,** vehicle on road 98' from departure end of runway, left and right of centerline, up to 15' AGL/186' MSL. Trees beginning 1059' from departure end of runway, 551' right of centerline, up to 94' AGL/264' MSL.

FLORENCE, SC

FLORENCE RGNL (FLO)

AMDT 5 09071 (FAA)

DEPARTURE PROCEDURE: **Rwy 1,** climb on heading 021° to 1200 prior to turning left.

NOTE: **Rwy 1,** trees beginning 1929' from DER, 29' left of centerline up to 81' AGL/224' MSL. Trees beginning 1786' from DER, 239' right of centerline up to 89' AGL/232' MSL. Poles beginning 1628' from DER, 160' left and right of centerline up to 45' AGL/188' MSL. Antenna 341' from DER, 487' left of centerline up to 47' AGL/190' MSL. Floodlight 3262' from DER, 806' left of centerline up to 103' AGL/246' MSL. Floodlight 1498' from DER, 313' left of centerline up to 39' AGL/182' MSL. **Rwy 9,** trees beginning 3016' from DER, 635' left of centerline up to 91' AGL/212' MSL. Trees beginning 121' from DER, 14' right of centerline up to 97' AGL/218' MSL. Bushes beginning 32' from DER, 289' right of centerline up to 17' AGL/138' MSL. **Rwy 19,** trees beginning 174' from DER, 273' left of centerline up to 54' AGL/166' MSL. Trees beginning 811' from DER, 23' right of centerline up 69' AGL/181' MSL. Bushes beginning 20' from DER, 338' right of centerline up to 12' AGL/125' MSL. **Rwy 27,** trees beginning 102' from DER, 389' left of centerline up to 30' AGL/159' MSL.

FRANKLIN, NC

MACON COUNTY (1A5)

ORIG 09071 (FAA)

TAKE-OFF MINIMUMS: **Rwys 7, 25,** Procedure NA at night. 5700-3, for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwys 7, 25,** for climb in visual conditions remain within 3 NM of Macon County airport to cross airport south bound at or above 7600 via ODF R-349 to ODF VORTAC.

NOTE: **Rwy 7,** trees 599' from DER, 124' left of centerline, up to 38' AGL/2037' MSL. Vehicle on road 964' from DER, 720' left of centerline, 15' AGL/2054' MSL. Trees 1666' from DER, 620' right of centerline, up to 100' AGL/2179' MSL. Trees beginning 3090' from DER, 1270' left of and to centerline, up to 100' AGL/3139' MSL. Trees beginning 5665' from DER, 337' right of and to centerline, up to 100' AGL/2699' MSL. **Rwy 25,** vehicle on road 63' from DER, 318' left of centerline, 15' AGL/2054' MSL. Terrain 1000' from DER, on centerline, 2061' MSL. Trees beginning 1737' from DER, 848' left of and to centerline, up to 100' AGL/3519' MSL. Trees beginning 2460' from DER, 440' right of and to centerline, up to 100' AGL/3059' MSL.

GASTONIA, NC

GASTONIA MUNI (AKH)

AMDT 4 08101 (FAA)

DEPARTURE PROCEDURE: **Rwy 3,** climb heading 049° to 2600 before proceeding West or North. **Rwy 21,** climb heading 214° to 1500 before proceeding North.

NOTE: **Rwy 3,** multiple trees beginning 1200' from departure end of runway, 433' left of centerline, up to 80' AGL/859' MSL. Multiple trees beginning 162' from departure end of runway, 371' right of centerline, up to 136' AGL/885' MSL. **Rwy 21,** antenna and multiple trees beginning 269' from departure end of runway, 210' left of centerline, up to 101' AGL/880' MSL. Multiple trees beginning 252' from departure end of runway, 264' right of centerline, up to 136' AGL/885' MSL.

GEORGETOWN, SC

GEORGETOWN COUNTY

DEPARTURE PROCEDURE: **Rwys 5, 23, 29, 34,** climb runway heading to 500 before turning.

GOLDSBORO, NC

GOLDSBORO-WAYNE MUNI

NOTE: **Rwy 5,** tree 445' from departure end of runway, 498' right of centerline, 23' AGL/158' MSL. **Rwy 23,** tree 158' from departure end of runway, 311' right of centerline, 11' AGL/143' MSL. Tree 1788' from departure end of runway, 281' right of centerline, 52' AGL/184' MSL. Tree 2770' from departure end of runway, 354' right of centerline, 111' AGL/239' MSL.

GREENSBORO, NC

PIEDMONT TRIAD INTL (GSO)

AMDT 1 09295 (FAA)

NOTE: **Rwy 5L,** trees beginning 1328' from DER, 524' left of centerline, up to 88' AGL/912' MSL. **Rwy 5R,** terrain and trees beginning 3' from DER, 499' right of centerline, up to 102' AGL/981' MSL. Trees beginning 2751' from DER, 1191' left of centerline, 57' AGL/966' MSL. **Rwy 14,** pole and railroad signal beginning 937' from DER, 604' right of centerline, up to 51' AGL/940' MSL. **Rwy 23L,** trees beginning 834' from DER, 719' left of centerline, up to 65' AGL/934' MSL. **Rwy 23R,** trees beginning 1195' from DER, 191' left of centerline, up to 100' AGL/970' MSL. Utility pole 170' from DER, 540' left of centerline, 33' AGL/936' MSL. Trees beginning 1715' from DER, 358' right of centerline, up to 100' AGL/967' MSL. **Rwy 32,** trees beginning 1' from DER, 289' right of centerline up to 90' AGL/1019' MSL.

GREENVILLE, NC

PITT-GREENVILLE

TAKE-OFF MINIMUMS: **Rwy 15,** 300-1 ½ or std. with a min. climb of 220' per NM to 300. **Rwy 20,** 200-1 or std. with a min. climb of 425' per NM to 300.

NOTE: **Rwy 2,** tree 1633' from departure end of runway, 741' right of centerline, -/115' MSL. Tree 3303' from departure end of runway, 575' left of centerline, -/123' MSL. **Rwy 8,** tree 181' from departure end of runway, 517' left of centerline, -/108' MSL. Tree 3434' from departure end of runway, 724' right of centerline, -/134' MSL. **Rwy 15,** tower 1.2 NM from departure end of runway,1808' right of centerline, 191' AGL/231' MSL. Rod 1744' from departure end of runway, 966' left of centerline, -/86' MSL. **Rwy 20,** tree 2834' from departure end of runway, 986' left of centerline, -/171' MSL. Antenna 4857' from departure end of runway, 1798' right of centerline, -/165' MSL. **Rwy 26,** tree 1026' from departure end of runway, 546' left of centerline, -/108' MSL. Tree 261' from departure end of runway, 512' right of centerline, -/81' MSL. **Rwy 33,** tree 199' from departure end of runway, 372' left of centerline, -/92' MSL. Tree 489' from departure end of runway, 473' right of centerline, -/91' MSL.

GREENVILLE, SC

DONALDSON CENTER

TAKE-OFF MINIMUMS: **Rwy 5,** 300-1¾ or std. w/ min. climb of 220' per NM to 1300, or alternatively, w/ standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1800' prior to departure end of runway.

NOTE: **Rwy 5,** antenna on obstruction light tower 1.7 NM from departure end of runway, 2183' left of centerline, 250' AGL/1167' MSL. Multiple trees beginning 1103' from departure end of runway, 151' right of centerline, up to 50' AGL/985' MSL. **Rwy 23,** stack 2761' from departure end of runway, 1152' left of centerline, 100' AGL/1026' MSL. Multiple trees beginning 2339' from departure end of runway, 231' right of centerline, up to 90' AGL/1001' MSL. Multiple trees beginning 2419' from departure end of runway, 52' left of centerline, up to 95' AGL/1020' MSL.

GREENVILLE DOWNTOWN

TAKE-OFF MINIMUMS: **Rwy 10,** 400-2¼ or std. with a min. climb of 250' per NM to 1600.

DEPARTURE PROCEDURE: **Rwy 1,** climb heading 006° to 2400 before turning left. **Rwy 28,** climb heading 276° to 1900 before turning right.

NOTE: **Rwy 1,** numerous trees 200' from departure end of runway, 400' right of centerline, 20' AGL/1087' MSL. Numerous trees 400' from departure end of runway, 575' left of centerline, 80' AGL/1123' MSL. Pole 860' from departure end of runway, 500' right of centerline, 30' AGL/1106' MSL. Numerous trees 1100' from departure end of runway, 750' right of centerline, 63' AGL/1179' MSL. Tree 1487' from departure end of runway, 657' right of centerline, 51' AGL/1157' MSL. **Rwy 10,** tree 31' from departure end of runway, 190' right of centerline, 36' AGL/1031' MSL. Tree 43' from departure end of runway, 370' right of centerline, 59' AGL/1050' MSL. Tree 429' from departure end of runway, 150' left of centerline, 45' AGL/1030' MSL. Tree 691' from departure end of runway, 390' left of centerline, 60' AGL/1051' MSL. Antenna 5221' from departure end of runway, 843' left of centerline, 152' AGL/1173' MSL. Building on hill 1.86 NM from departure end of runway, 500' right of centerline, 186' AGL/1374' MSL. **Rwy 19,** pole 432' from departure end of runway, 500' left of centerline, 25' AGL/1003' MSL. Tree 2905' from departure end of runway, 900' right of centerline, 66' AGL/1070' MSL. Tower 9.55 NM from departure end of runway, 4.2 NM left of centerline, 798' AGL/1849' MSL. **Rwy 28,** tree 364' from departure end of runway, 248' left of centerline, 46' AGL/1014' MSL. Tree 1042' from departure end of runway, 233' right of centerline, 88' AGL/1040' MSL. Stack 2846' from departure end of runway, 482' left of centerline, 69' AGL/1064' MSL. Building 1.93 NM from departure end of runway, 2045' right of centerline, 314' AGL/1315' MSL.

GREENWOOD, SC

GREENWOOD COUNTY (GRD)

ORIG 08017 (FAA)

NOTE: **Rwy 9,** tree 1859' from departure end of runway, 990' left of centerline, 100' AGL/719' MSL.

GREER, SC

GREENVILLE-SPARTANBURG INTL-ROGER MILLIKEN

DEPARTURE PROCEDURE: **Rwy 4,** climb via heading 038° to 2800 before turning left.

NOTE: **Rwy 4,** tree 1454' from departure end of runway, 146' left of centerline, 78' AGL/1023' MSL.

HARTSVILLE, SC

HARTSVILLE REGIONAL (HSV)

ORIG 08045 (FAA)

NOTE: **Rwy 3,** trees beginning 2478' from departure end of runway, 684' right of centerline, up to 100' AGL/489' MSL. trees beginning 405' from departure end of runway, 363' left of centerline, up to 100' AGL/479' MSL. Road and vehicle 59' from departure end of runway, 418' right of centerline, up to 15' AGL/374' MSL. **Rwy 21,** trees beginning 128' from departure end of runway, 255' right of centerline, up to 100' AGL/439' MSL. Trees beginning 216' from departure end of runway, 325' left of centerline, up to 100' AGL/429' MSL. Road and vehicle 11' from departure end of runway, 335' right of centerline, up to 15' AGL/364' MSL.

HATTERAS, NC

BILLY MITCHELL (HSE)

ORIG 09267 (FAA)

NOTE: **Rwy 7,** trees beginning 388' from DER, left of centerline, up to 100' AGL/169' MSL. **Rwy 25,** trees 512' from DER, 103' right of centerline, 100' AGL/110' MSL. Boat mast 2107' from DER, 664' left of centerline, 100' AGL/100' MSL.

HICKORY, NC

HICKORY RGNL

TAKE-OFF MINIMUMS: **Rwys 19, 24,** std. with a min. climb of 300' per NM to 3000.

DEPARTURE PROCEDURE: Use HICKORY ONE DEPARTURE.

NOTE: **Rwy 1,** tree 50' from departure end of runway, 382' right of centerline, 79' AGL/1228' MSL. **Rwy 19,** tree 1253' from departure end of runway, 661' right of centerline, 92' AGL/1211' MSL. **Rwy 24,** tree 315' from departure end of runway, 584' left of centerline, 99' AGL/1218' MSL.

HILTON HEAD ISLAND, SC

HILTON HEAD

NOTE: **Rwy 3,** numerous trees 328' from departure end of runway, 428' left of departure end of runway, 86' AGL/106' MSL. Numerous trees 319' from departure end of runway, 390' right of departure end of runway, 83' AGL/97' MSL. **Rwy 21,** numerous trees 39' from departure end of runway, 357' right of departure end of runway, 94' AGL/111' MSL. Numerous trees 368' from departure end of runway, 332' left of departure end of runway, 73' AGL/87' MSL. Numerous trees 1421' from departure end of runway, 221' right of departure end of runway, 74' AGL/91' MSL. Numerous trees 1207' from departure end of runway, 329' left of departure end of runway, 85' AGL/99' MSL.

JACKSONVILLE, NC

ALBERT J. ELLIS

DEPARTURE PROCEDURE: **Rwy 23,** climb on runway heading to 500 before turning right.

JEFFERSON, NC

ASHE COUNTY

TAKE-OFF MINIMUMS: **Rwys 10, 28,** 1900-3.

DEPARTURE PROCEDURE: **Rwys 10, 28,** climb visually over the airport to 5000 before proceeding on course.

KENANSVILLE, NC

DUPLIN COUNTY (DPL)

ORIG 09015 (FAA)

NOTE: **Rwy 5,** trees beginning 30' from departure end of runway, 156' right of centerline, up to 100' AGL/238' MSL. Trees beginning 1915' from departure end of runway, 126' left of centerline, up to 100' AGL/231' MSL. Vehicles on road 641' from departure end of runway, left and right of centerline, up to 17' AGL/156' MSL. **Rwy 23,** trees beginning 12' from departure end of runway, 329' left of centerline, up to 100' AGL/218' MSL. Trees beginning 16' from departure end of runway, 59' right of centerline, up to 100' AGL/225' MSL.

KINGSTREE, SC

WILLIAMSBURG RGNL

TAKE-OFF MINIMUMS: **Rwy 32,** 200-1 or std. w/ min. climb of 353' per NM to 300.

DEPARTURE PROCEDURE: **Rwy 14,** climb heading132° to 800 before turning north.

NOTE: **Rwy 32,** multiple trees beginning 165' from departure end of runway, 360' right of centerline, up to 71' AGL/175' MSL.

KINSTON, NC

KINSTON RGNL JETPORT AT STALLINGS FIELD

DEPARTURE PROCEDURE: **Rwy 5,** climb heading 050° to 1800 before turning east.

NOTE: **Rwy 5,** multiple poles 1521' from departure end of runway, 237' right of centerline, up to 64' AGL/137' MSL. Pole 1625' from departure end of runway, 53' left of centerline, 52' AGL/128' MSL. Multiple trees 1873' from departure end of runway, 110' right of centerline, up to 73' AGL/173' MSL. **Rwy 23,** multiple trees 770' from departure end of runway, 598' left of centerline, up to 87' AGL/186' MSL, multiple trees 1092' from departure end of runway, 109' right of centerline, up to 49' AGL/148' MSL.

LAKE CITY, SC

LAKE CITY MUNI CJ EVANS FIELD

TAKE-OFF MINIMUMS: **Rwy 1,** 500-2½ or std. w/ min. climb of 375' per NM to 700. **Rwy 19,** 300-1 or std. w/ min. climb of 404' per NM to 400.

NOTE: **Rwy 1,** tree 1474' from departure end of runway, 189' right of centerline, 62' AGL/143' MSL. Multiple towers beginning 1.6 NM from departure end of runway, 1285' left of centerline, up to 411' AGL/491' MSL. **Rwy 19,** tree 1428' from departure end of runway, 225' right of centerline, 53' AGL/134' MSL. Tank 4906' from departure end of runway, 1349' left of centerline, 180' AGL/254' MSL.

LANCASTER, SC

LANCASTER COUNTY- MCWHIRTER FIELD

TAKE-OFF MINIMUMS: **Rwy 6,** 300-1.

LEXINGTON, NC

DAVIDSON COUNTY

TAKE-OFF MINIMUMS: **Rwy 6,** 300-1 or std. with a min. climb of 290' per NM to 900.

LIBERTY, NC

CAUSEY

TAKE-OFF MINIMUMS: **Rwys 2, 20,** 300-1.

DEPARTURE PROCEDURE: **Rwy 20,** for departures 245° CW 020°, climbing left turn direct LIB VORTAC, then proceed outbound via LIB R-256 to 3000 before proceeding on course.

LINCOLNTON, NC

LINCOLNTON-LINCOLN COUNTY RGNL

DEPARTURE PROCEDURE: **Rwy 5,** climb runway heading to 3200 before turning right. **Rwy 23,** climb runway heading to 3200 before turning left. Departure procedure not required for aircraft with a min. climb of 300' per NM to 3200.

LUMBERTON, NC

LUMBERTON MUNI

TAKE-OFF MINIMUMS: **Rwy 31,** 400-1.

DEPARTURE PROCEDURE: **Rwy 31,** climb 270° heading to 600 before turning.

MANNING, SC

SANTEE COOPER RGNL (MNI)

ORIG 09043 (FAA)

NOTE: **Rwy 2,** trees beginning at departure end of runway, 480' right of centerline, up to 100' AGL/229' MSL. Trees beginning 16' from departure end of runway, 221' left of centerline, up to 100' AGL/209' MSL. Vehicle on road 85' from departure end of runway, 468' right of centerline, 15' AGL/117' MSL. **Rwy 20,** trees beginning 125' from departure end of runway, 289' right of centerline, up to 100' AGL/179' MSL. Trees beginning 86' from departure end of runway, 136' left of centerline, up to 100' AGL/189' MSL. Vehicle on road 250' from departure end of runway, on centerline, 15' AGL/110' MSL.

MANTEO, NC

DARE COUNTY RGNL

TAKE-OFF MINIMUMS: **Rwys 5, 17, 35,** 300-1.

MARION, SC

MARION COUNTY

TAKE-OFF MINIMUMS: **Rwy 4,** 400-1 or std. with a min. climb of 330' per NM to 600.

DEPARTURE PROCEDURE: **Rwy 4,** climb runway heading to 1000 before turning.

MAXTON, NC

LAURINBURG-MAXTON

NOTE: **Rwy 5,** road 606' from departure end of runway, on centerline, 15' AGL/224' MSL. Trees 1002' from departure end of runway, 474' left of centerline, 67' AGL/267' MSL. **Rwy 13,** aircraft 762' from departure end of runway, 762' left of centerline, 58' AGL/266' MSL. **Rwy 23,** tree 1011' from departure end of runway, 512' right of centerline, 30' AGL/246' MSL. **Rwy 31,** trees beginning 1014' from departure end of runway, 58' left of centerline, up to 54' AGL/271' MSL.

MC ENTIRE JNGB (MMT)

EASTOVER, SC. 08353

..... **Rwy5***

..... **Rwy23****

..... **Rwy32*****

* Standard with CG of 310'/NM to 2700.

** Standard with CG of 210'/NM to 1100.

*** Standard with CG of 230'/NM to 2700.

DEPARTURE PROCEDURE: **Rwy 5,** For climb in visual conditions: Ceiling 1400'/, Visibility 2.0 SM, remain within 4.8 NM of KMMT airport, cross KMMT airport at or above 1500' MSL before proceeding on course. Max airspeed 180 KIAS. **Rwy 23,** For climb in visual conditions: Ceiling 1300'/, Visibility 1.5 SM, remain within 4.2 NM of KMMT airport, cross KMMT airport at or above 1400' MSL before proceeding on course. Max airspeed 180 KIAS. **Rwy 32,** Departing eastbound, complete turn within 4 NM to avoid R-6001, if unable, advise Control Tower prior to taxi. For climb in visual conditions: Ceiling 1600'/, Visibility 2.5 SM, remain within 5.5 NM of KMMT airport, cross KMMT airport at or above 1700' MSL before proceeding on course. Max airspeed 250 KIAS.

TAKE-OFF OBSTACLES: **Rwy 5:** Helicopter parked 134' from DER, 323' left of centerline, NDB 1573' from DER, 591' left of centerline. Multiple trees left of centerline beginning 2319' out to 2915' from DER, 338' to 875' left of centerline, 70' AGL/309' MSL up to 319' MSL. Multiple trees right of centerline beginning 2190' out to 3838' from DER, 257' to 767' right of centerline, from 70' to 110' AGL/309' MSL up to 379' MSL. **Rwy 14:** Multiple trees beginning from 2328' from DER, 942' right of centerline, 110' AGL/329' MSL. Multiple trees left of centerline beginning 2400' out to 3781' from DER, 682' to 1199' left of centerline, from 90' to 91' AGL/289' to 319' MSL. Aircraft 120' from DER, 400' right of centerline, 39' AGL/255' MSL. Pylon 2665' from DER 1713' right of centerline, 109' AGL/320' MSL. Pylon 3279' from DER 1554' left of centerline, 109' AGL/ 322' MSL. **Rwy 23:** Multiple trees right of centerline beginning from 2444' out to 4131' from DER, 45' to 1297' right of centerline, from 90' to 120' AGL/319' to 359' MSL. Aircraft 1921' from DER, 402' right of centerline, 39' AGL/288' MSL. Tower 2885' from DER 98' right of centerline, 120' AGL/370' MSL. Building 907' from DER 157' right of centerline 12' AGL/259' MSL. Wind Sensors 490' from DER, 531' left of centerline, 33' AGL/274' MSL. Power lines 2990' from DER, 1057' right of centerline, 35' AGL/294' MSL. Building 1356' from DER, 154' right of centerline, 18' AGL/266' MSL. **Rwy 32:** Multiple trees right of centerline beginning 3240' out to 3290' from DER, 499' to 998' right of centerline, up to 130' AGL/349' MSL. Multiple trees left of centerline beginning 684' out to 4871' from DER, 1' to 1651' left of centerline up to 130' AGL/329' to 379' MSL. Localizer array 1116' from DER, 2' left of centerline, up to 5' AGL/284' MSL. Windsock 103' from DER, 417' left of centerline, up to 23' AGL/ 293' MSL.

MOCKSVILLE, NC

TWIN LAKES

TAKE-OFF MINIMUMS: **Rwy 27,** 300-1

NOTE: **Rwy 9,** numerous trees beginning 35' from departure end of runway, 27' right of centerline, up to 100' AGL/939' MSL. Numerous trees beginning 200' from departure end of runway, 164' left of centerline, up to 100' AGL/919' MSL. **Rwy 27,** numerous trees beginning 200' from departure end of runway, 78' right of centerline, up to 100' AGL/929' MSL. Numerous trees beginning 616' from departure end of runway, 77' left of centerline, up to 100' AGL/909' MSL.

MONCKS CORNER, SC

BERKELEY COUNTY (MKS)

ORIG 09015 (FAA)

TAKE-OFF MINIMUMS: **Rwy 5,** 300-1¾ or std. w/ min. climb of 215' per NM to 400.

NOTE: **Rwy 5,** trees beginning 17' from departure end of runway, 102' right of centerline, up to 99' AGL/158' MSL. Terrain 30' from departure end of runway, 478' left of centerline, 79' MSL. Trees beginning 964' from departure end of runway, 66' left of centerline, up to 108' AGL/167' MSL. Poles beginning 467' from departure end of runway, 480' left of centerline, up to 24' AGL/103' MSL. Tower 1.4 NM from departure end of runway, 530' left of centerline, up to 228' AGL/292' MSL. **Rwy 23,** trees beginning abeam departure end of runway, 361' right of centerline, up to 100' AGL/199' MSL. Transmission poles beginning 1320' from departure end of runway, 249' right of centerline, up to 63' AGL/142' MSL. Terrain 21' from departure end of runway, 125' left of centerline, 76' MSL. Trees beginning 1141' from departure end of runway, 47' left of centerline, up to 84' AGL/163' MSL. Transmission pole 2503' from departure end of runway, 115' left of centerline, 62' AGL/141' MSL.

MONROE, NC

CHARLOTTE-MONROE EXECUTIVE

NOTES: **Rwy 5,** multiple trees beginning 57' from departure end of runway, 379' right of centerline, up to 80' AGL/759' MSL. Multiple trees beginning 2130' from departure end of runway, 998' left of centerline, up to 100' AGL/ 759' MSL. **Rwy 23,** tree 3637' from departure end of runway, 733' right of centerline, 100' AGL/769' MSL. Tree 7880' from departure end of runway, 1254' left of centerline, 100' AGL/757' MSL.

MOORESVILLE, NC

LAKE NORMAN AIRPARK

TAKE-OFF MINIMUMS: **Rwy 14,** std. w/ a min. climb of 294' per NM to 2900 or 1300-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 14,** for climb in visual conditions: cross Lake Norman Airpark at or above 2000' MSL before proceeding on course. **Rwy 32,** climb heading 324° to 1300 before proceeding on course.

NOTE: **Rwy 14,** terrain and multiple trees beginning 197' from departure end of runway, 308' left of centerline, up to 200' AGL/1099' MSL. Building and multiple trees beginning 158' from departure end of runway, 258' right of centerline, up to 100' AGL/979' MSL. **Rwy 32,** tree 559' from departure end of runway, on centerline, 42' AGL/851' MSL. Multiple trees beginning 47' from departure end of runway, 34' left of centerline, up to 101' AGL/890' MSL. Multiple trees beginning 526' from departure end of runway, 31' right of centerline, up to 97' AGL/886' MSL.

MORGANTON, NC

FOOTHILLS RGNL

DEPARTURE PROCEDURE: **Rwy 3,** climbing left turn direct FIQ NDB, continue climbing in holding pattern (southwest, left turns, 031° inbound) to 5000 before proceeding on course. **Rwy 21,** climb direct FIQ NDB, continue climbing in holding pattern (southwest, left turns, 031° inbound)to 5000 before proceeding on course.

MOUNT AIRY, NC

MOUNT AIRY/SURRY COUNTY

DEPARTURE PROCEDURE: **Rwy 18,** climb direct AZW NDB, climb in AZW NDB holding pattern (N, right turns, 179° inbound) to 5000 before proceeding on course. **Rwy 36,** climbing left turn direct AZW NDB, climb in AZW NDB holding pattern (N, right turns, 179° inbound) to 5000 before proceeding on course.

NOTE: **Rwy 36,** 70' AGL powerline 500' right of departure end of runway.

MOUNT OLIVE, NC

MOUNT OLIVE MUNI

TAKE-OFF MINIMUMS: **Rwy 23,** 300-1 or std. with a min. climb of 300' per NM to 500.

MOUNT PLEASANT, SC

MT PLEASANT RGNL-FAISON FIELD

DEPARTURE PROCEDURE: **Rwys 17, 35,** climb runway heading to 2100 before turning east.

MYRTLE BEACH, SC

MYRTLE BEACH INTL

DEPARTURE PROCEDURE: **Rwy 18,** climb runway heading to 400 before turning left.

NEW BERN, NC

COASTAL CAROLINA RGNL (EWN)

AMDT 3B 09183 (FAA)

TAKE-OFF MINIMUMS: **Rwy 4,** 300-1.

DEPARTURE PROCEDURE: **Rwys 4, 32,** climb runway heading to 900' before turning north.

NOTES: **Rwy 22,** 75' AGL trees 958 ' from departure end of runway, 705' right of centerline. **Rwy 14,** 79' AGL trees 1297' from departure end of runway, 531' right of centerline. **Rwy 32,** 91' AGL trees 743' from departure end of runway, 626' left of centerline.

NEWBERRY, SC

NEWBERRY COUNTY (EOE)

AMDT 1 08325 (FAA)

NOTE: **Rwy 4,** multiple trees beginning 1895' from departure end of runway, left and right of centerline, up to 100' AGL/659' MSL. **Rwy 22,** multiple trees beginning 500' from departure end of runway, left and right of centerline, up to 100' AGL/629' MSL.

NORTH AF AUX (KXNO)

NORTH, SC. 08157

CAUTION: **Rwy 5/23** diverse departure procedures not authorized at night. **Rwy 5/23** diverse departure not for civil use.

TAKEOFF OBSTACLES: **Rwy 5,** Terrain 1' to 40' from DER 41' to 309' left of centerline, 328' MSL. Possible vehicle on road extending across extended runway centerline 473' from DER 336' left to 711' right of centerline, 15' AGL/349' MSL. Possible C5 on taxiway 12' inward of DER 484' left of centerline, 65' AGL/387' MSL. Possible C5 on taxiway 31' inward of DER 235' left of centerline, 66' AGL/387' MSL. Building 917' from DER 641' right of centerline, 30' AGL/364' MSL. Trees 1215' to 1419' from DER 376' to 570' right of centerline, 92' AGL/398' MSL. Pylon 3627' from DER 1029' left of centerline, 79' AGL/366' MSL. **Rwy 6,** Terrain 1' to 237' from DER 85' to 563' left of centerline, 329' MSL; Possible C5 on taxiway 627' from DER 597' right of centerline, 65' AGL/387' MSL; Possible C5 on taxiway 833' from DER 374' right of centerline, 65' AGL/ 388' MSL. Trees 2412' to 2812' from DER 749' to 1197' left of centerline, 103' AGL/407' MSL; Trees 1722' to 2044' from DER 844' to 899' left of centerline, 72' AGL/381' MSL; Pylon 2363' from DER 1572' left of centerline, 79' AGL/403' MSL. **Rwy 24,** Pylon 1729' from DER, 1456' right of centerline, 79' AGL/325' MSL.

NORTH WILKESBORO, NC

WILKES COUNTY

TAKE-OFF MINIMUMS: **Rwy 1,** 400-1 or std. with a min. climb of 300' per NM to 1700.

OAK ISLAND, NC

BRUNSWICK COUNTY (SUT)

ORIG 09183 (FAA)

NOTE: **Rwy 5,** trees beginning 323' from DER, 255' left of centerline, up to 80' AGL/99' MSL. Trees beginning 528' from DER, 456' right of centerline, up to 100' AGL/ 119' MSL. **Rwy 23,** trees beginning 233' from DER, 521' left of centerline, up to 64' AGL/73' MSL. Trees beginning 70' from DER, 319' right of centerline, up to 93' AGL/102' MSL. Boat masts beginning 589' from DER, left and right of centerline, up to 50' AGL/50' MSL.

ORANGEBURG, SC

ORANGEBURG MUNI

DEPARTURE PROCEDURE: **Rwy 5,** climb heading 049° to 1000 before proceeding on course. **Rwy 35,** climb heading 354° to 900 before proceeding on course.

NOTE: **Rwy 5,** tree 1415' from departure end of runway, 260' left of centerline, 58' AGL/254' MSL. **Rwy 23,** tree 2096' from departure end of runway, 371' right of centerline, 89' AGL/260' MSL. **Rwy 35,** tree 2316' from departure end of runway, 228' right of centerline, 76' AGL/248' MSL. Terrain 13' from departure end of runway, 34' right of centerline, 174' MSL.

OXFORD, NC

HENDERSON-OXFORD (HNZ)

ORIG 08269 (FAA)

TAKE-OFF MINIMUMS: **Rwy 24,** std. w/ min. climb of 245' per NM to 1900 or 700-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 24,** for climb in visual conditions: cross Henderson-Oxford airport at or above 1100 MSL before proceeding on course.

NOTE: **Rwy 6,** trees beginning 7' from departure end of runway, 367' left of centerline, up to 100' AGL/629' MSL. **Rwy 24,** trees beginning 804' from departure end of runway, 393' left of centerline, up to 100' AGL/629' MSL.

PAGELAND, SC

PAGELAND (PYG)

ORIG 09071 (FAA)

NOTE: **Rwy 5,** trees beginning 365' from DER, 353' right of centerline, up to 100' AGL/689' MSL. Powerlines 593' from DER, 93' right to 109' left of centerline, 100' AGL/679' MSL. Vehicle on road 12' from DER, 377' right of centerline, 15' AGL/582' MSL. Trees beginning 19' from DER, 455' left of centerline, up to 100' AGL/689' MSL. Vehicle on road 612' from DER, 329' left to right of centerline, 15' AGL/594' MSL. **Rwy 23,** trees beginning 29' from DER, 243' right of centerline, up to 100' AGL/679' MSL. Trees beginning 294' from DER, 290' left of centerline, up to 100' AGL/669' MSL. Vehicle on road 34' from DER, 413' left of centerline, 15' AGL/574' MSL. Powerline, 1863' from DER, 987' left of centerline, 79' AGL/609' MSL.

PELION, SC

LEXINGTON COUNTY AT PELION (6J0)

ORIG 09155 (FAA)

NOTE: **Rwy 17,** trees beginning 1705' from DER, 1' right of centerline, up to 71' AGL/521' MSL. Trees beginning 429' from DER, 298' left of centerline, up to 34' AGL/484' MSL. Power poles 430' from DER, 298' left of centerline, 33' AGL/484' MSL. **Rwy 35,** trees beginning 2016' from DER, 301' right of centerline, up to 59' AGL/511' MSL.

PINEHURST/SOUTHERN PINES, NC

MOORE COUNTY (SOP)

ORIG 09183 (FAA)

NOTE: **Rwy 5,** terrain 448' from DER, 343' right of centerline, 443' MSL. Trees beginning 663' from DER, 137' right of centerline, up to 100' AGL/475' MSL. Terrain 141' from DER, 329' left of centerline, 435' MSL. Trees beginning 176' from DER, 220' left of centerline, up to 100' AGL/529' MSL. **Rwy 23,** pipe 228' from DER, 431' right of centerline, 13' AGL/463' MSL. Antenna 657' from DER, 415' right of centerline, 32' AGL/482' MSL. Trees beginning 701' from DER, 422' right of centerline, up to 100' AGL/579' MSL. Trees beginning 364' from DER, 353' left of centerline, up to 100' AGL/569' MSL.

PLYMOUTH, NC

PLYMOUTH MUNI

TAKE-OFF MINIMUMS: **Rwy 3,** 400-1 or std. with a min. climb of 210' per NM to 500.

POPE AFB (KPOB)

FAYETTEVILLE , NC. 08213

Rwys 5, 23: expect radar vectors from Fayetteville Approach. **Rwy 23,** standard with minimum climb of 220'/NM to 1000', or 1100-3 for climb in visual conditions to 1200' MSL within 5.49 NM of KPOB airport, then proceed on course, max airspeed of 250 KIAS.

TAKE-OFF OBSTACLES: **Rwy 5,** multiple trees 1352' to 1545' from DER, 779' right of centerline, up to 34' AGL/242' MSL; Multiple trees 1889' to 3436' from DER, 412' right of centerline, up to 99' AGL/297' MSL; Multiple trees 2004' to 2746' from DER, 997' left of centerline, up to 100' AGL/294' MSL; Multiple trees 2887' to 3743' from DER, 511' left of centerline, up to 119' AGL/311' MSL; Powerline Tower 4181' from DER, 1464' right of centerline, 115' AGL/315' MSL. C-130 18' from DER 263' left of centerline, 35' AGL/215' MSL. **Rwy 23,** fence 1201' from DER, 71' left of centerline, 247' MSL; Terrain 1901' from DER, 1010' right of centerline, 269' MSL; Multiple trees 3002' to 3349' from DER, 506' right of centerline, up to 70' AGL/328' MSL; Forestry Tower 2.2 NM from DER, 3399' right of centerline, 140' AGL 559' MSL; Tower 3.0 NM from DER, 1.4 NM right of centerline, 220' AGL/746' MSL; Tree 1.0 NM from DER, 502' left of centerline, 61' AGL/375' MSL. C-130 55' from DER 302' right of centerline, 35' AGL/238' MSL; C-130 944' from DER 286' left of centerline, 35' AGL/215' MSL.

RAEFORD, NC

P K AIRPARK

TAKE-OFF MINIMUMS: **Rwy 22,** 200-1.

RALEIGH-DURHAM, NC

RALEIGH-DURHAM INTL

TAKE-OFF MINIMUMS: **Rwy 32,** 300-1.

DEPARTURE PROCEDURE: **Rwy 14,** climb heading 142° to 1400 before turning right. **Rwy 23L,** climb heading 232° to 1900 before turning left. **Rwy 23R,** climb heading 232° to 1800 before turning left.

NOTE: **Rwy 5L,** tree 2011' from departure end of runway, 949' right of centerline, 80' AGL/469' MSL. Tree 3802' from departure end of runway, 1238' left of centerline, 77' AGL/506' MSL. Tank 4046' from departure end of runway, 1578' right of centerline, 138' AGL/547' MSL. **Rwy 5R,** tree 1437' from departure end of runway, 803' right of centerline, 80' AGL/469' MSL. **Rwy 14,** multiple trees beginning 2021' from departure end of runway, 510' left of centerline, up to 122' AGL/571' MSL. Multiple trees beginning 2468' from departure end of runway, 1' right of centerline, up to 110' AGL/559' MSL. **Rwy 23L,** tree 1496' from departure end of runway, 797' left of centerline, 58' AGL/447' MSL. Light pole 1458' from departure end of runway, 878' right of centerline, 93' AGL/452' MSL. **Rwy 32,** multiple poles 1170' from departure end of runway, 634' left of centerline, up to 47' AGL/486' MSL. Antenna 1243' from departure end of runway, 754' right of centerline, 34' AGL/473' MSL. Control tower and antenna 2207' from departure end of runway, 911' right of centerline, 221' AGL/660' MSL.

REIDSVILLE, NC

ROCKINGHAM COUNTY NC SHILOH (SIF)

AMDT 2 09295 (FAA)

TAKE-OFF MINIMUMS: **Rwy 31,** 400-2 or std. w/ a min. climb of 535' per NM to 1200.

NOTE: **Rwy 13,** trees beginning 40' from DER, 63' left of centerline, up to 100' AGL/768' MSL. Power pole 1192' from DER, 430' right of centerline, 30' AGL/702' MSL. Tree beginning 1539' from DER, 30' right of centerline, up to 100' AGL/755' MSL. **Rwy 31,** power pole 2054' from DER, 243' right of centerline, 30' AGL/763' MSL. Vehicle on road 31' from DER, 485' left of centerline, 15' AGL/714' MSL. Trees beginning 1164' from DER, 187' right of centerline, up to 100' AGL/1019' MSL. Trees beginning 152' from DER, 317' left of centerline, up to 100' AGL/979' MSL. Rising terrain beginning 123' from DER, 27' left of centerline, up to 939' MSL. Rising terrain beginning 64' from DER, 27' right of centerline, up to 939' MSL.

ROCK HILL, SC

ROCK HILL/YORK COUNTY/BRYANT FIELD (UZA)

ORIG 08101 (FAA)

TAKE-OFF MINIMUMS: **Rwy 2,** 200-1¼ or std. w/ min. climb of 231' per NM to 900, or alternatively, with standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1700' prior to departure end of runway.

NOTE: **Rwy 20,** trees beginning 984' from departure end of runway, 704' left of centerline, up to 100' AGL/779' MSL. Trees beginning 2342' from departure end of runway, 64' left of centerline, up to 100' AGL/788' MSL. Terrain beginning 208' from departure end of runway, 275' right of centerline, up to 0' AGL/688' MSL. Trees beginning 1520' from departure end of runway, 747' right of centerline, up to 100' AGL/788' MSL. Trees beginning 2708' from departure end of runway, 3' right of centerline, up to 100' AGL/763' MSL. **Rwy 2,** trees beginning 1380' from departure end of runway, 166' left of centerline, up to 100' AGL/729' MSL. Powerline tower 5476' from departure end of runway, 780' left of centerline, 180' AGL/819' MSL. Vehicle on road and trees beginning 12' from departure end of runway, 448' right of centerline, up to 100' AGL/759' MSL. Trees beginning 1856' from departure end of runway, 26' right of centerline, up to 100' AGL/739' MSL. Powerline tower 4535' from departure end of runway, 1712' right of centerline, 180' AGL/789' MSL.

ROCKINGHAM, NC

RICHMOND COUNTY

DEPARTURE PROCEDURE: **Rwys 13, 22, 31,** climb runway heading to 900 before turning north. **Rwy 4,** right turn climb to 900 on 090° heading before turning north.

ROCKY MOUNT, NC

ROCKY MOUNT-WILSON RGNL

DEPARTURE PROCEDURE: **Rwy 22,** climb via heading 222° to 1200 before proceeding on course.

NOTE: **Rwy 4,** tree 1459' from departure end of runway, 791' left of centerline, 207' MSL. Tree 2454' from departure end of runway, 752' right of centerline, 231' MSL. **Rwy 22,** tree 1199' from departure end of runway, 665' right of centerline, 204' MSL. Tree 1215' from departure end of runway, 676' left of centerline, 224' MSL. Tree 1464' from departure end of runway, 616' left of centerline, 222' MSL.

ROXBORO, NC

PERSON COUNTY

NOTE: **Rwy 6,** trees 1600' from departure end of runway, 200' right of centerline, 100' AGL/729' MSL. **Rwy 24,** trees 562' from departure end of runway, 577' left of centerline, 100' AGL/699' MSL.

RUTHERFORDTON, NC

RUTHERFORD COUNTY-MARCHMAN FIELD (FQD)

AMDT 2 07354 (FAA)

TAKE-OFF MINIMUMS: **Rwy 1,** std. w/ min. climb of 434' per NM to 5400, or 2800-3 for climb in visual conditions. **Rwy 19,** std. w/ min. climb of 255' per NM to 3600, or 2800-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 1,** climb heading 009° to 5400 before proceeding on course, or for climb in visual conditions cross Rutherford County/Marchman Field at or above 3700 before proceeding on course. **Rwy 19,** climb heading 189° to 3600 before proceeding on course, or for climb in visual conditions cross Rutherford County/Marchman Field at or above 3700 before proceeding on course.

NOTE: **Rwy 1,** trees abeam departure end of runway, 310' left of centerline, 100' AGL/1159' MSL. Vehicles on roadway 421' from departure end of runway, on centerline 15' AGL/1094' MSL. Trees beginning 480' from departure end of runway, on centerline, up to 100' AGL/1159' MSL. Powerlines left and right of centerline, beginning 581' from departure end of runway, up to 78' AGL/1167' MSL. **Rwy 19,** trees abeam departure end of runway, 239' left of centerline, 100' AGL/1129' MSL. Trees 255' from departure end of runway, 500' right of centerline, 100' AGL/1129' MSL. Trees 1937' from departure end of runway, on centerline, 100' AGL/1119' MSL.

ST. GEORGE

ST. GEORGE (6J2)

ORIG 08101 (FAA)

NOTE: **Rwy 5,** tree 3021' from departure end of runway, 186' left of centerline, 100' AGL/175' MSL. **Rwy 23,** tree 1401' from departure end of runway, 259' right of centerline, 100' AGL/178' MSL.

SALISBURY, NC

ROWAN COUNTY

TAKE-OFF MINIMUMS: **Rwy 2,** 300-1.

DEPARTURE PROCEDURE: **Rwy 20,** climb on heading 160° to 1200 before turning west.

SANFORD, NC

SANFORD-LEE COUNTY RGNL

DEPARTURE PROCEDURE: **Rwy 3,** climb runway heading to 1400 before turning right. **Rwy 21,** climb runway heading to 1400 before turning left.

SHAW AFB (KSSC)

SUMTER, SC 07214

TAKE-OFF OBSTACLES: **Rwy 4R**, Terrain 500' left of centerline at the threshold, 235' MSL. **Rwy 22L**, Radio Tower 5137' from DER, 1701' left of centerline, 140' AGL/370' MSL; Glideslope Antenna 563' from DER, 500' right of centerline, 40' AGL/293' MSL. **Rwy 22R**, Terrain 253' from DER, 568' right of centerline, 244' MSL.

SHELBY, NC

SHELBY-CLEVELAND COUNTY RGNL (EHO)

ORIG 09015 (FAA)

NOTE: **Rwy 5,** trees beginning 74' from departure end of runway, 394' left of centerline, up to 99' AGL/899' MSL. Trees beginning 2018' from departure end of runway, 804' right of centerline, up to 100' AGL/919' MSL. **Rwy 23,** trees beginning 186' from departure end of runway, 148' left of centerline, up to 93' AGL/903' MSL.

SILER CITY, NC

SILER CITY MUNI

DEPARTURE PROCEDURE: **Rwy 4,** climb runway heading to 1000 before turning right.

SIMMONS AAF (KFBG)

FORT BRAGG, NC . . . . . .AMDT 1, 07354

Rwy 27, 400-2½*

* Or standard with minimum climb of 350 ft/NM to 1200.

DEPARTURE PROCEDURE: **Rwy 9,** climb heading 093 to 1200 before proceeding on course. **Rwy 27**, climb heading 273 to 1200 before proceeding on course.

TAKE-OFF OBSTACLES: **Rwy 27**, antenna 1.9 NM from DER, 3602' right of centerline, 292' AGL/584' MSL.

SMITHFIELD, NC

JOHNSTON COUNTY

TAKE-OFF MINIMUMS: **Rwy 21,** 500-1.

DEPARTURE PROCEDURE: **Rwy 3,** climb to 1300 before turning left. **Rwy 21,** climb to 1000 before turning right.

SPARTANBURG, SC

SPARTANBURG DOWNTOWN MEMORIAL (SPA)

ORIG 09295 (FAA)

NOTE: **Rwy 5,** trees beginning 230' from DER, left and right of centerline, up to 100' AGL/871' MSL. **Rwy 23,** trees beginning 580' from DER, left and right of centerline, up to 100' AGL/930' MSL.

STATESVILLE, NC

STATESVILLE RGNL

TAKE-OFF MINIMUMS: **Rwy 28,** 300-1¾ or std. with a min. climb of 220' per NM to 1300.

NOTE: **Rwy 28,** powerline tower 8880' from departure end of runway, 858' right of centerline, 180' AGL/1199' MSL.

SUMMERVILLE, SC

SUMMERVILLE (DYB)

ORIG-A 08157 (FAA)

DEPARTURE PROCEDURE: **Rwy 6,** climb heading 054° to 600 before procedding on course. **Rwy 24,** climb heading 234° to 600 before turning north.

NOTE: **Rwy 6,** tree 842' from departure end of runway, 413' right of centerline, 413' right of centerline, 84' AGL/114' MSL. Tree 647' from departure end of runway, 6' left of centerline, 62' AGL/92' MSL. Tree 642' from departure end of runway, 31' left of centerline, 58' AGL/88' MSL. **Rwy 24,** tree 1169' from departure end of runway, 96' left of centerline, 72' AGL/99' MSL. Tree 1183' from departure end of runway, 159' right of centerline, 70' AGL/97' MSL. Tree 1176' from departure end of runway, 59' left of centerline, 69' AGL/96' MSL. Tree 846' from departure end of runway, 227' left of centerline, 65' AGL/92' MSL.

SUMTER, SC

SUMTER (SMS)

AMDT 1 09295 (FAA)

TAKE-OFF MINIMUMS: **Rwys 14, 32,** NA-VFR only. **Rwy 23,** std. w/ a min. climb of 221' per NM to 800 or 900-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 23,** for climb in visual conditions: cross Sumter airport at or above 900 MSL before proceeding on course.

NOTE: **Rwy 23,** trees beginning 2876' from DER, 559' left of centerline, up to 72' AGL/251' MSL. Trees beginning 117' from DER, 210' right of centerline, up to 86' AGL/265' MSL.

TARBORO, NC

TARBORO-EDGECOMBE

DEPARTURE PROCEDURE: **Rwy 27,** climb runway heading to 500 before turning.

UNION, SC

UNION COUNTY, TROY SHELTON FIELD

NOTE: **Rwy 5,** tree 1315' from departure end of runway, 400' left of centerline, 80' AGL/675' MSL. Tree 1340' from departure end of runway, 280' right of centerline, 51' AGL/678' MSL. **Rwy 23,** tree 38' from departure end of runway, 115' right of centerline, 10' AGL/583' MSL. Tree 58' from departure end of runway, 80' left of centerline, 28' AGL/584' MSL. Tree 1890' from departure end of runway, 400' right of centerline, 85' AGL/657' MSL. Tree 2005' from departure end of runway, 425' left of centerline, 95' AGL/667' MSL.

WADESBORO, NC

ANSON COUNTY

TAKE-OFF MINIMUMS: **Rwy 16,** 300-2 or std. with a min. climb of 220' per NM to 700, or alternatively, with standard takeoff minimums and a normal 200'/NM climb gradient, take-off must occur no later than 1800' prior to departure end of runway.

DEPARTURE PROCEDURE: **Rwy 16,** climb via heading 162° to 900 before proceeding on course.

NOTE: **Rwy 16,** terrain 31' from departure end of runway, 345' right of centerline, 0' AGL/319' MSL. Terrain 139' from departure end of runway, 120' right of centerline, 0' AGL/309' MSL. Terrain 305' from departure end of runway, 475' right of centerline, 0' AGL/309' MSL. Tree 1263' from departure end of runway, 425' left of centerline, 58' AGL/353' MSL. Tree 1381' from departure end of runway, 427' left of centerline, 61' AGL/356' MSL. Tree 1329' from departure end of runway, 262' right of centerline, 45' AGL/340' MSL. Tree 1337' from departure end of runway, 300' right of centerline, 48' AGL/343' MSL. Tree 1651' from departure end of runway, 282' left of centerline, 60' AGL/355' MSL. Tree 1875' from departure end of runway, 142' left of centerline, 59' AGL/354' MSL. Tree 1897' from departure end of runway, 71' left of centerline, 53' AGL/347' MSL. Tree 2658' from departure end of runway, 55' left of centerline, 68' AGL/363' MSL. Tree 2734' from departure end of runway, 78' right of centerline, 77' AGL/372' MSL. Tree 3031' from departure end of runway, 156' right of centerline, 80' AGL/375' MSL. Tree 3080' from departure end of runway, 383' right of centerline, 82' AGL/377' MSL. Tree 1.62 NM from departure end of runway, 2363' left of centerline, 100' AGL/569' MSL. **Rwy 34,** tree 3117' from departure end of runway, 1064' right of centerline, 87' AGL/384' MSL. Building 2841' from departure end of runway, 657' right of centerline, 80' AGL/377' MSL. Silo 2712' from departure end of runway, 604' right of centerline, 88' AGL/385' MSL. Tree 2531' from departure end of runway, 276' right of centerline, 92' AGL/389' MSL. Tree 2890' from departure end of runway, 740' left of centerline, 100' AGL/439' MSL. Tree 2267' from departure end of runway, 381' right of centerline, 84' AGL/381' MSL. Tree 1947' from departure end of runway, 785' right of centerline, 82' AGL/379' MSL. Tree 1830' from departure end of runway, 699' right of centerline, 71' AGL/ 368' MSL. Tree 1997' from departure end of runway, 17' right of centerline, 84' AGL/381' MSL. Tree 1972' from departure end of runway, 57' right of centerline, 82' AGL/379' MSL. Tree 1879' from departure end of runway, 51' left of centerline, 85' AGL/382' MSL. Railroad and train 1618' from departure end of runway, on centerline, 23' AGL/354' MSL. Tree 1651' from departure end of runway, 133' left of centerline, 75' AGL/372' MSL. Tree 1540' from departure end of runway, 230' left of centerline, 71' AGL/ 369' MSL. Tree 1503' from departure end of runway, 367' left of centerline, 75' AGL/372' MSL.

WALLACE, NC

HENDERSON FIELD (ACZ)

ORIG 09071 (FAA)

TAKE-OFF MINIMUMS: **Rwy 9,** 300-1 or std. w/ min. climb of 389' per NM to 400.

NOTE: **Rwy 9,** trees 2329' from DER, 462' left of centerline, 100' AGL/119' MSL. Pole 5056' from DER, 1074' left of centerline, 183' AGL/216' MSL. **Rwy 27,** vehicles on roadway 299' from DER, 421' right of centerline, 15' AGL/54' MSL. Trees 4916' from DER, 1296' left of centerline, 100' AGL/169' MSL.

WALNUT COVE, NC

MEADOW BROOK FIELD

TAKE-OFF MINIMUMS: **Rwys 16,34,** 800-2 or std. with a min. climb of 270' per NM to 3000.

WALTERBORO, SC

LOW COUNTRY RGNL

TAKE-OFF MINIMUMS: **Rwy 5,** 300-1 or std. with a min. climb of 280' per NM to 300.

NOTE: **Rwy 5,** 93' AGL tree 960' from departure end of runway, 710' right of centerline. **Rwy 9,** 75' AGL tree 365' from departure end of runway, 575' right of centerline. **Rwy 17,** 74' AGL tree 508' from departure end of runway, 635' right of centerline. **Rwy 23,** 84' AGL tree 710' from departure end of runway, 675' left of centerline. **Rwy 35,** 69' AGL tree 1062' from departure end of runway, 690' right of centerline.

WASHINGTON, NC

WARREN FIELD

TAKE-OFF MINIMUMS: **Rwy 23,** 300-1 or std. with a min. climb of 250' per NM to 300.

DEPARTURE PROCEDURE: **Rwys 17, 29, 35,** climb runway heading to 400 before turning.

WAXHAW, NC

JAARS-TOWNSEND (N52)

ORIG 09071 (FAA)

TAKE-OFF MINIMUMS: **Rwy 4,** 300-1 or std. w/ min. climb of 255' per NM to 900, or alternatively, with standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 2200' prior to DER.

NOTE: **Rwy 4,** trees beginning 3' from DER, left and right of centerline, up to 100' AGL/759' MSL. **Rwy 22,** trees beginning 2' from DER, left and right of centerline, up to 100' AGL/709' MSL.

WHITEVILLE, NC

COLUMBUS COUNTY MUNI (CPC)

ORIG 09183 (FAA)

NOTE: **Rwy 6,** trees beginning 2145' from DER, 553' right of centerline, up to 100' AGL/189' MSL. Trees beginning 2690' from DER, 838' left of centerline, up to 100' AGL/169' MSL. **Rwy 24,** trees beginning 1706' from DER, 831' right of centerline, up to 100' AGL/209' MSL. Trees beginning 732' from DER, 396' left of centerline, up to 100' AGL/209' MSL.

WILLIAMSTON, NC

MARTIN COUNTY

NOTE: **Rwy 3,** trees beginning 158' from departure end of runway, 98' right of centerline, up to 100' AGL/172' MSL. Trees beginning 3041' from departure end of runway, 168' left of centerline up to 100' AGL/172' MSL. **Rwy 21,** trees beginning 130' from departure end of runway, 57' right of centerline up to 100' AGL/168' MSL. Trees beginning 1393' from departure end of runway, 411' left of centerline up to 100' AGL/168' MSL. Vehicle on road 428' from departure end of runway, 15' AGL/80' MSL.

WILMINGTON, NC

WILMINGTON INTL

NOTE: **Rwy 6,** tree 2723' from departure end of runway, 558' left of centerline 57' AGL/90' MSL. Tree 3201' from departure end of runway, 401' right of centerline 73' AGL/110' MSL. Tree 3552' from departure end of runway, 643' right of centerline, 78' AGL/118' MSL. **Rwy 17,** multiple trees beginning 177' from departure end of runway, 438' right of centerline, up to 32' AGL/49' MSL. Tree 187' from departure end of runway, 545' left of centerline, 24' AGL/41' MSL. Multiple trees beginning 418' from departure end of runway, 540' left of centerline, up to 39' AGL/53' MSL. Tree 620' from departure end of runway, 246' left of centerline, 24' AGL/38' MSL. Tree 1468' from departure end of runway, 684' right of centerline, 66' AGL/83' MSL. Tree 1689' from departure end of runway, 592' right of centerline, 52' AGL/69' MSL. Transmission lines 3347' from departure end of runway, 1300' left to 1300' right of centerline, 135' AGL/160' MSL. **Rwy 24,** tree 163' from departure end of runway, 454' left of centerline, 61' AGL/75' MSL. Multiple trees beginning 1663' from departure end of runway, 277' left of centerline, up to 66' AGL/83' MSL. **Rwy 35,** tree 1500' from departure end of runway, 300' right of centerline, 50' AGL/83' MSL. Funnel 1796' from departure end of runway, 882' left of centerline, 57' AGL/90' MSL. Multiple trees beginning 1916' from departure end of runway, 138' right of centerline, up to 94' AGL/131' MSL. Multiple trees beginning 2486' from departure end of runway, 143' left of centerline, up to 107' AGL/140' MSL.

WILSON, NC

WILSON INDUSTRIAL AIR CENTER

DEPARTURE PROCEDURE: For departures 260° CW 320°: **Rwy 27,** climbing left turn to 2500 on heading 260° before proceeding on course. **Rwys 15, 21,** climbing right turn to 2500 on heading 260° before proceeding on course. **Rwys 3, 9, 33,** climbing left turn to 2500 on heading 320° before proceeding on course.

WINSTON-SALEM, NC

SMITH REYNOLDS (INT)

AMDT 6 09015 (FAA)

TAKE-OFF MINIMUMS: **Rwy 22,** 500-2¾ or std. with a min. climb of 330' per NM to 1600.

NOTE: **Rwy 4,** multiple trees beginning 1014' from departure end of runway, 159' left of centerline, up to 92' AGL/1041' MSL. Multiple trees beginning 2' from departure end of runway, 195' right of centerline, up to 62' AGL/1051' MSL. **Rwy 15,** bush and multiple trees beginning 109' from departure end of runway, 237' left of centerline, up to 81' AGL/960' MSL. Multiple trees beginning 123' from departure end of runway, 433' right of centerline, up to 66' AGL/945' MSL. **Rwy 22,** multiple trees beginning 376' from departure end of runway, 136' left of centerline, up to 65' AGL/1014' MSL. Antenna 4538' from departure end of runway, 1044' left of centerline, 189' AGL/1138' MSL. Tower 2.1 NM from departure end of runway, 2784' left of centerline, 468' AGL/1395' MSL. Antenna on building 2.3 NM from departure end of runway, 3230' left of centerline, 460' AGL/1376' MSL. **Rwy 33,** floodlight, multiple hangars, poles, and trees beginning 230' from departure end of runway, 41' left of centerline, up to 74' AGL/1083' MSL. Pole, windsock, multiple buildings and trees beginning 13' from departure end of runway, 141' right of centerline, up to 85' AGL/1084' MSL.

APP CRS	Rwy Idg	4502
008°	TDZE	68
	Apt Elev	68

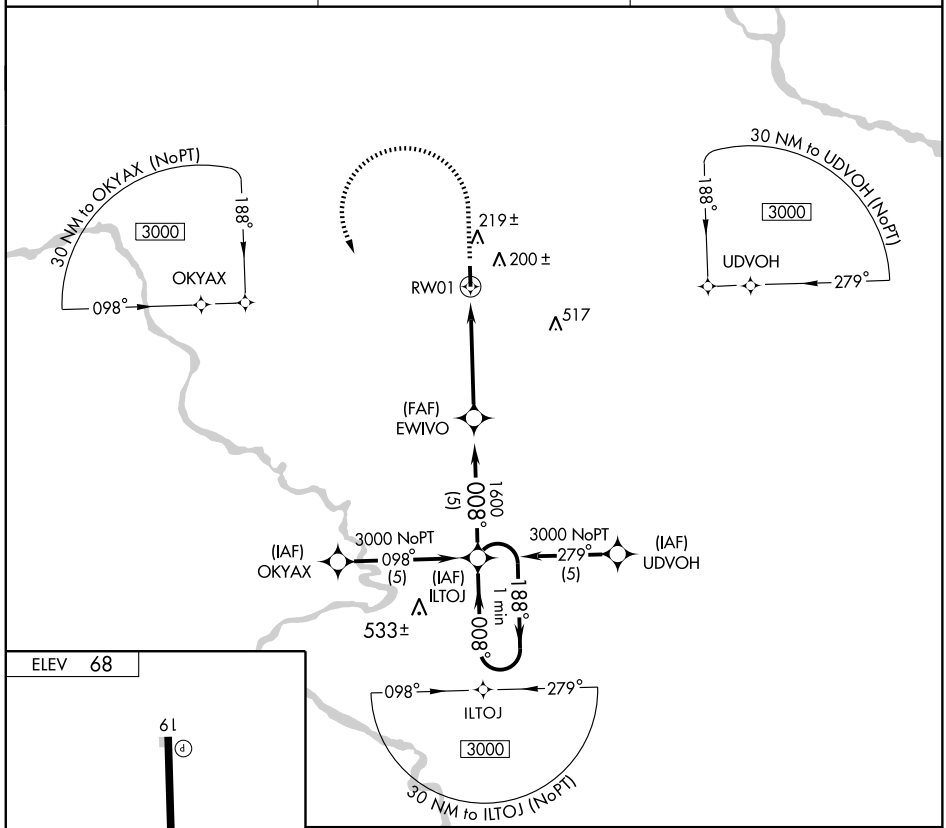
GPS RWY 1

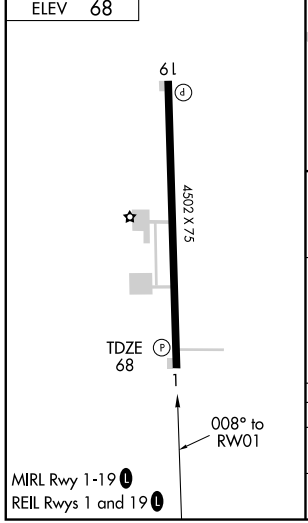
AHOSKIE/ TRI-COUNTY (ASJ)

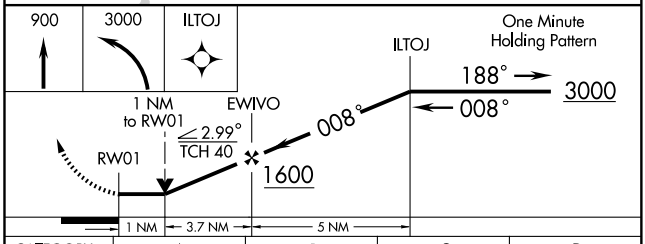
NA

MISSED APPROACH: Climb to 900 then climbing left turn to 3000 direct ILTOJ WP and hold.

AWOS-3	WASHINGTON CENTER	UNICOM
119.075	123.85 323.0	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-1	440-1 372 (400-1)			440-1¼ 372 (400-1¼)
CIRCLING	520-1 452 (500-1)		520-1½ 452 (500-1½)	620-2 552 (600-2)

SE-2, 22 OCT 2009 to 19 NOV 2009

APP CRS		
188°	Rwy Idg	4502
	TDZE	68
	Apt Elev	68

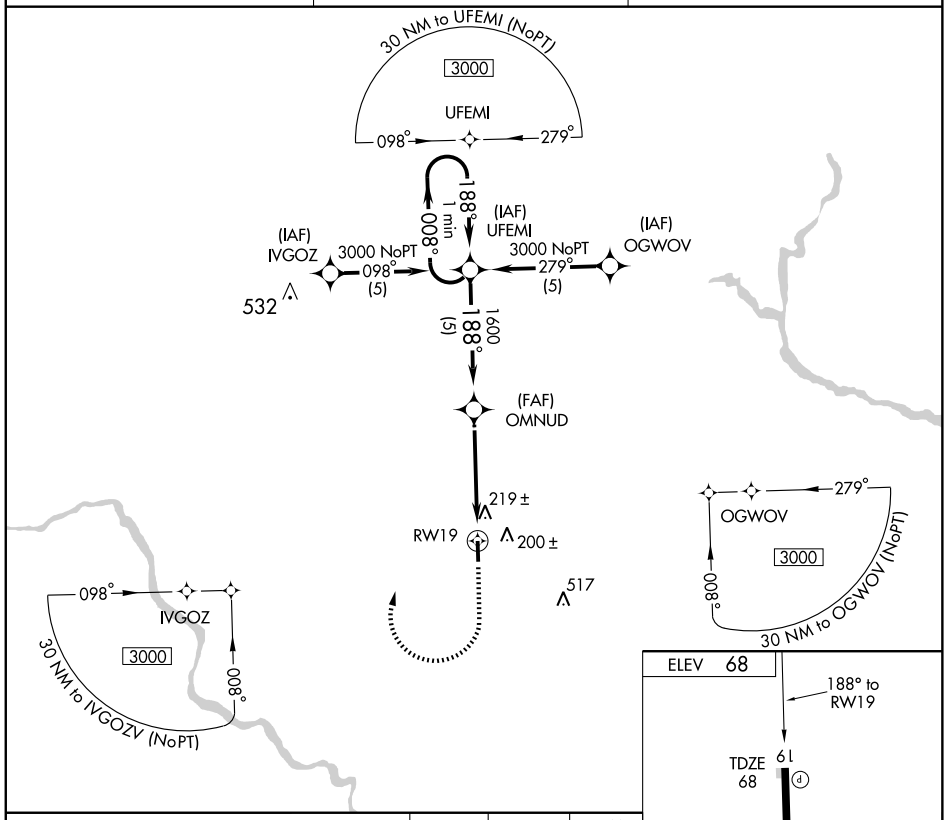
GPS RWY 19

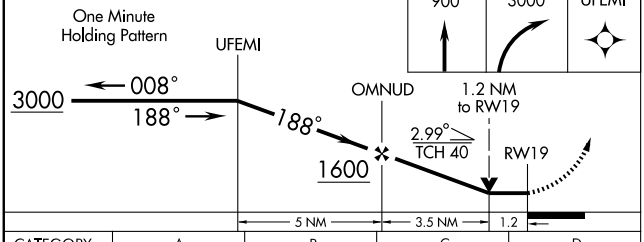
AHOSKIE/TRI-COUNTY (ASJ)

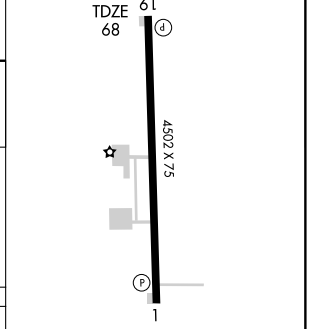
NA

MISSED APPROACH: Climb to 900 then climbing right turn to 3000 direct UFEMI WP and hold.

AWOS-3	WASHINGTON CENTER	UNICOM
119.075	123.85 323.0	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-19	480-1	412 (500-1)	480-1¼	412 (500-1¼)
CIRCLING	520-1	452 (500-1)	520-1½ 452 (500-1½)	620-2 552 (600-2)

MIRL Rwy 1-19 L
REIL Rwys 1 and 19 L

SE-2, 22 OCT 2009 to 19 NOV 2009

VORTAC CVI 114.6 Chan 93	APP CRS 262°	Rwy Idg N/A TDZE N/A Apt Elev 68

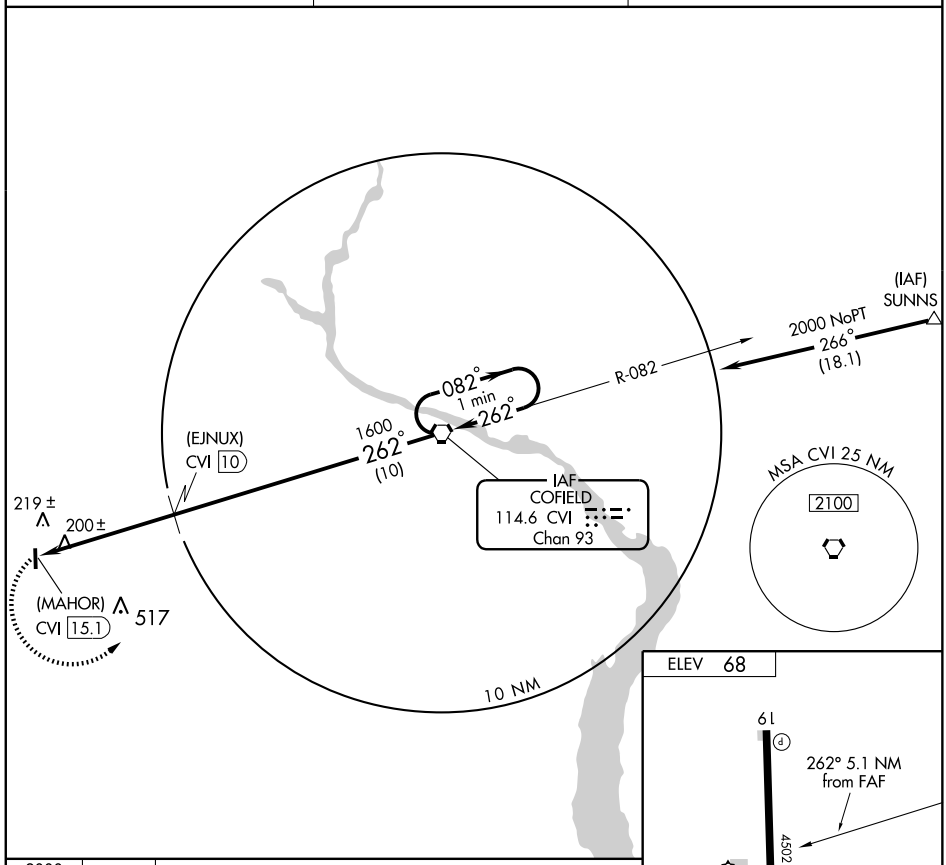
VOR/DME or GPS-A

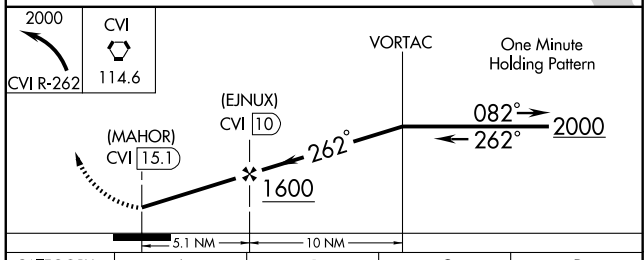
AHOSKIE/ TRI-COUNTY (ASJ)

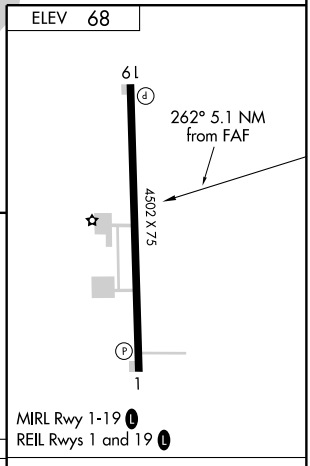
NA

MISSED APPROACH: Climbing left turn to 2000 via CVI R-262 to CVI VORTAC and hold.

AWOS-3	WASHINGTON CENTER	UNICOM
119.075	123.85 323.0	122.8 (CTAF) L







CATEGORY	A	B	C	D
CIRCLING	720-1 652 (700-1)		720-1¾ 652 (700-1¾)	720-2 652 (700-2)

Knots	60	90	120	150	180
Min:Sec					

SE-2. 22 OCT 2009 to 19 NOV 2009

ALBEMARLE, NORTH CAROLINA AL-6707 (FAA)

APP CRS	Rwy Idg	5500
043°	TDZE	609
	Apt Elev	609

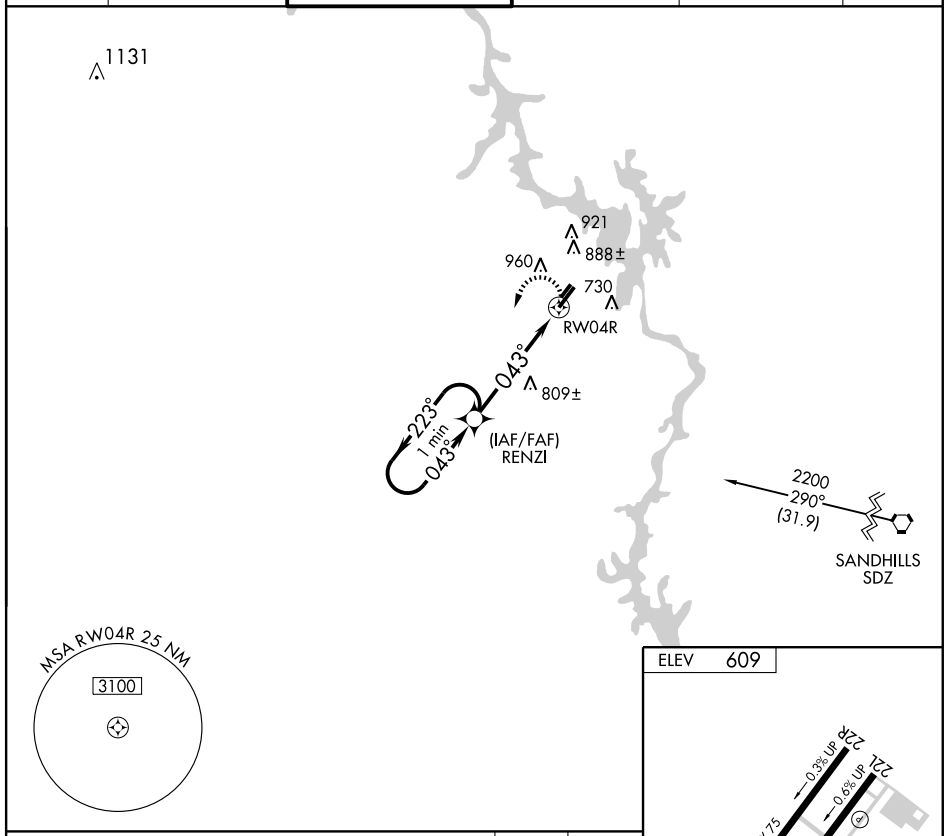
GPS RWY 4R

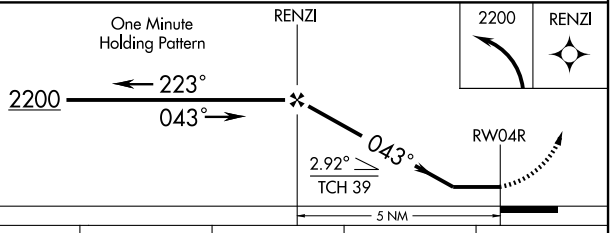
ALBEMARLE/ STANLY COUNTY (VUJ)

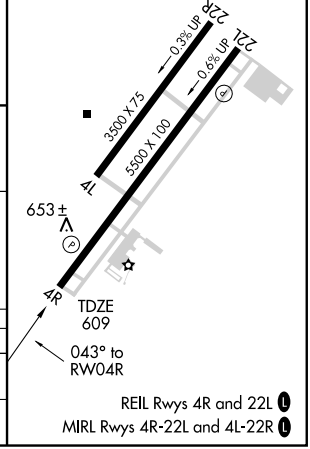
NA

MISSED APPROACH: Climbing left turn to 2200 direct RENZI WP and hold.

AWOS-3	CHARLOTTE APP CON	STANLY COUNTY TOWER★	GND CON	CLNC DEL	UNICOM
128.175	128.32 307.8	126.275 (CTAF) L 291.9	121.75 254.375	121.75 254.375	123.0







CATEGORY	A	B	C	D
S-4R	1080-1	471 (500-1)	1080-1¼ 471 (500-1¼)	1080-1½ 471 (500-1½)
CIRCLING	1320-1	711 (800-1)	1320-2 711 (800-2)	1320-2¼ 711 (800-2¼)

REIL Rwys 4R and 22L L
MIRL Rwys 4R-22L and 4L-22R L

SE-2. 22 OCT 2009 to 19 NOV 2009

LOC I-VUJ	APP CRS	Rwy Idg	5500
110.55	223°	TDZE	584
		Apt Elev	609

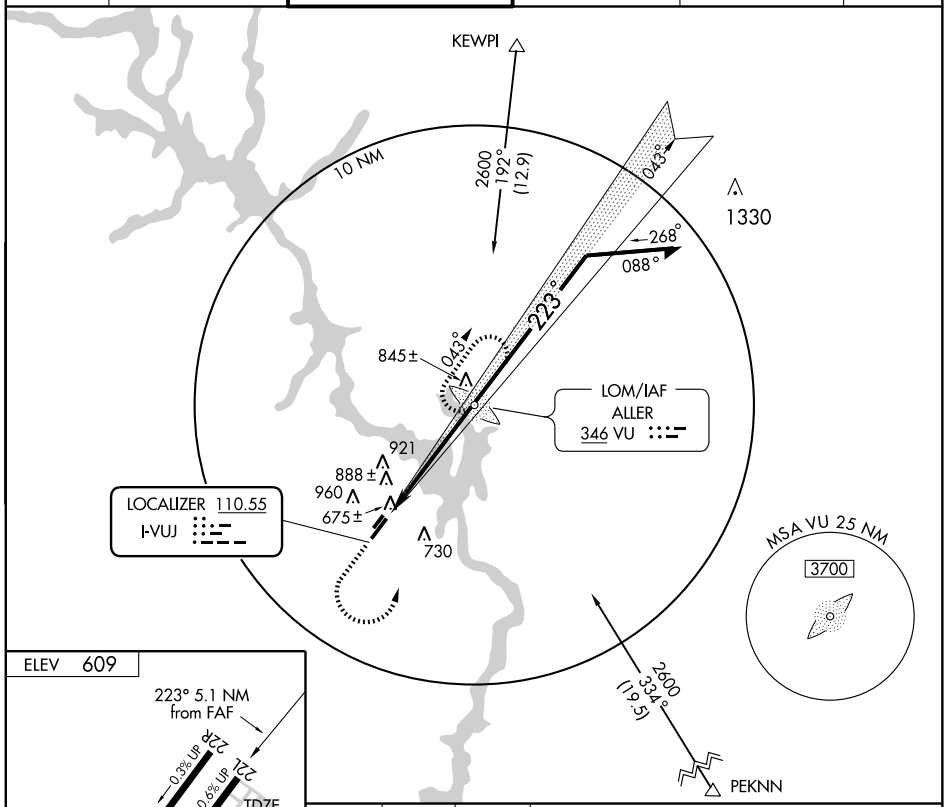
ILS RWY 22L

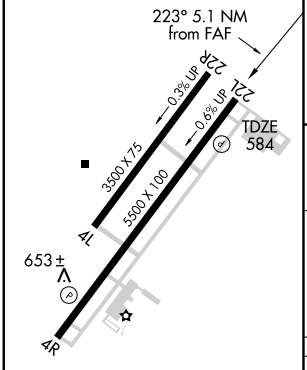
ALBEMARLE/ STANLY COUNTY (VUJ)

ADF Required.

MISSED APPROACH: Climb to 1100 then climbing left turn to 2600 direct ALLER LOM and hold.

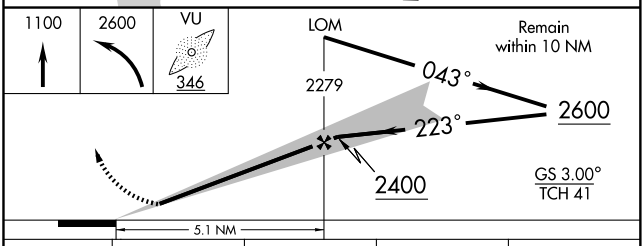
AWOS-3	CHARLOTTE APP CON	STANLY COUNTY TOWER★	GND CON	CLNC DEL	UNICOM
128.175	128.32 307.8	126.275 (CTAF) L 291.9	121.75 254.375	121.75 254.375	123.0





REIL Rwys 4R and 22L L
MIRL Rwys 4R-22L and 4L-22R L

FAF to MAP 5.1 NM					
Knots	60	90	120	150	180
Min:Sec	5:06	3:24	2:33	2:02	1:42



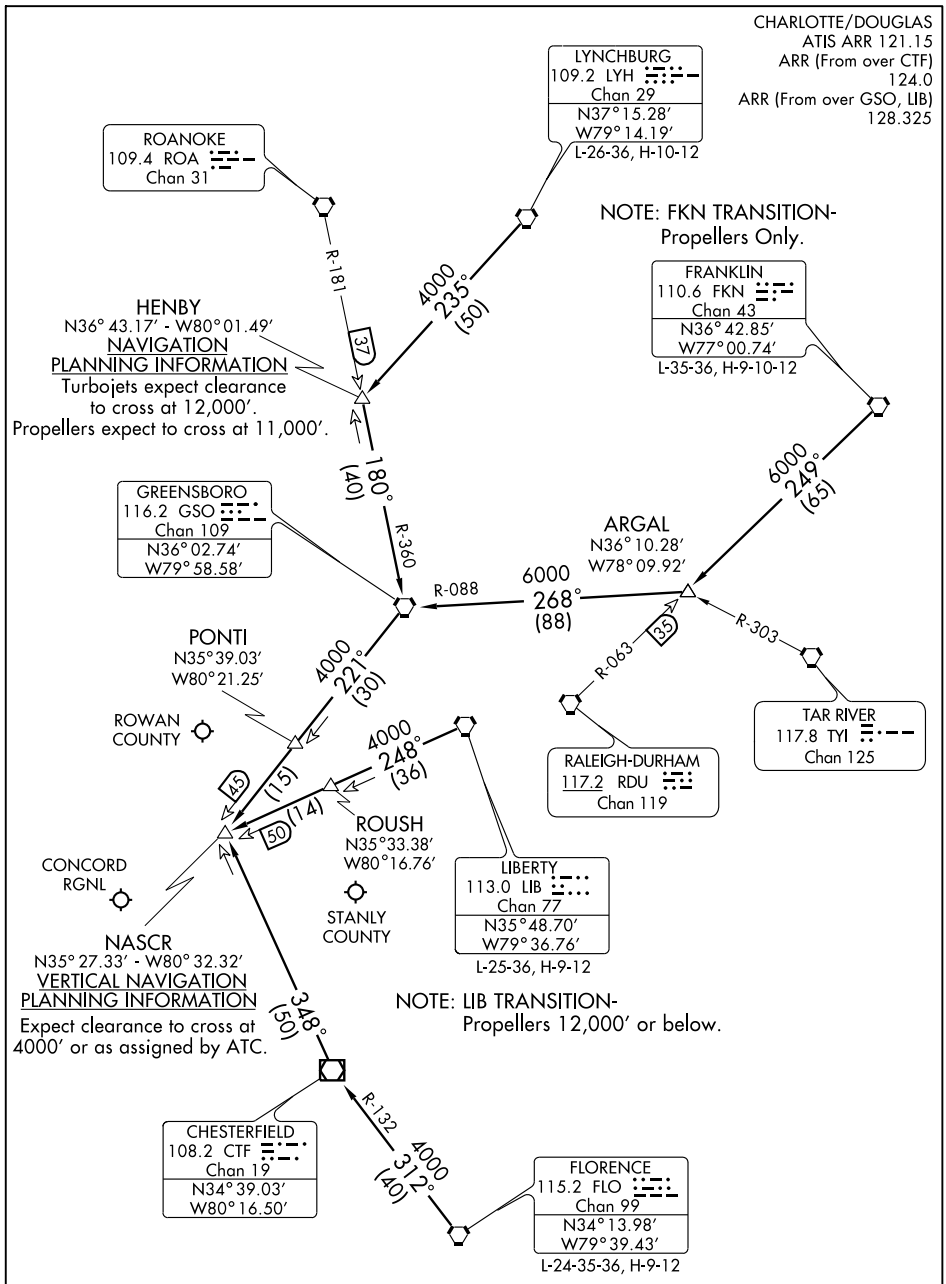
CATEGORY	A	B	C	D
S-ILS 22L	797-¾ 213 (200-¾)			
S-LOC 22L	940-1 356 (400-1)			940-1¼ 356 (400-1¼)
CIRCLING	1320-1 711 (800-1)		1320-2 711 (800-2)	1320-2¼ 711 (800-2¼)

SE-2, 22 OCT 2009 to 19 NOV 2009

(NASCR.NASCR1) 07298 ST-9155 (FAA)

NASCR ONE ARRIVAL

CONCORD, NORTH CAROLINA



NOTE: DME Required.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

SE-2, 22 OCT 2009 to 19 NOV 2009

NASCR ONE ARRIVAL (NASCR.NASCR1) CONCORD, NORTH CAROLINA

ARRIVAL DESCRIPTION

FLORENCE TRANSITION (FLO.NASCR1): From over FLO VORTAC via FLO R-312 to CTF VOR/DME then via CTF R-348 to NASCR INT. Thence....
FRANKLIN TRANSITION (FKN.NASCR1): From over FKN VORTAC via FKN R-249 to ARGAL INT then via GSO R-088 to GSO VORTAC then via GSO R-221 to NASCR INT. Thence....
LIBERTY TRANSITION (LIB.NASCR1): From over LIB VORTAC via LIB R-248 to NASCR INT. Thence....
LYNCHBURG TRANSITION (LYH.NASCR1): From over LYH VORTAC via LYH R-235 to HENBY INT then via GSO R-360 to GSO VORTAC then via GSO R-221 to NASCR INT. Thence....

....From over NASCR INT expect vectors to final approach course.

SE-2, 22 OCT 2009 to 19 NOV 2009

LOM VU	APP CRS	Rwy Idg 5500
346	224°	TDZE 584
		Apt Elev 609

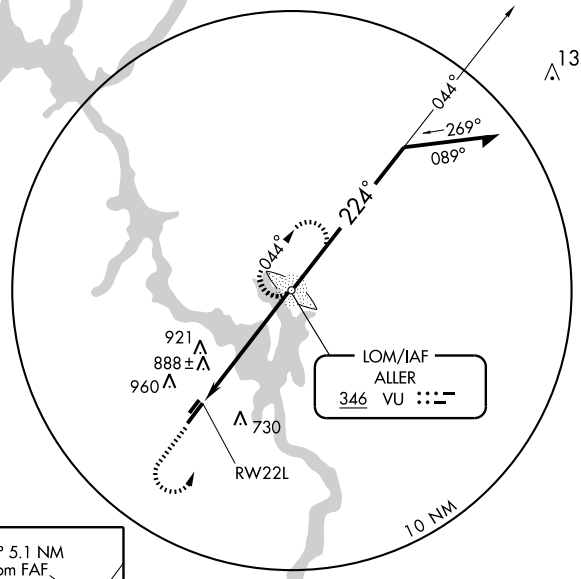
NDB or GPS RWY 22L

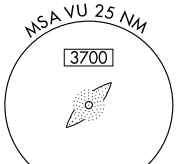
ALBEMARLE/ STANLY COUNTY (VUJ)

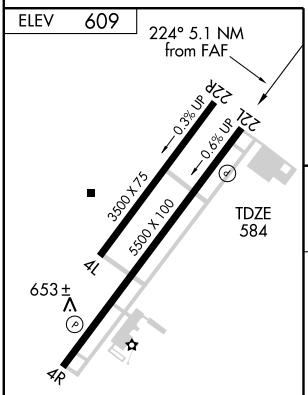
MISSED APPROACH: Climb to 1500 then climbing left turn to 2600 direct ALLER LOM and hold.

AWOS-3	CHARLOTTE APP CON	STANLY COUNTY TOWER★	GND CON	CLNC DEL	UNICOM
128.175	128.32 307.8	126.275 (CTAF) L 291.9	121.75 254.375	121.75 254.375	123.0

RADAR REQUIRED

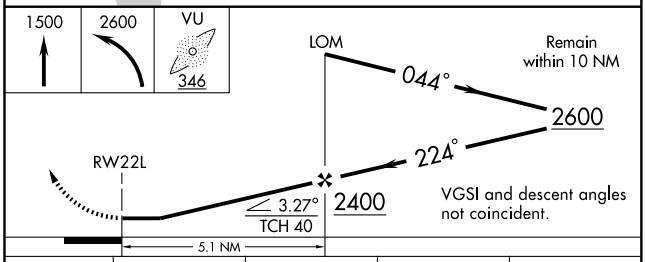






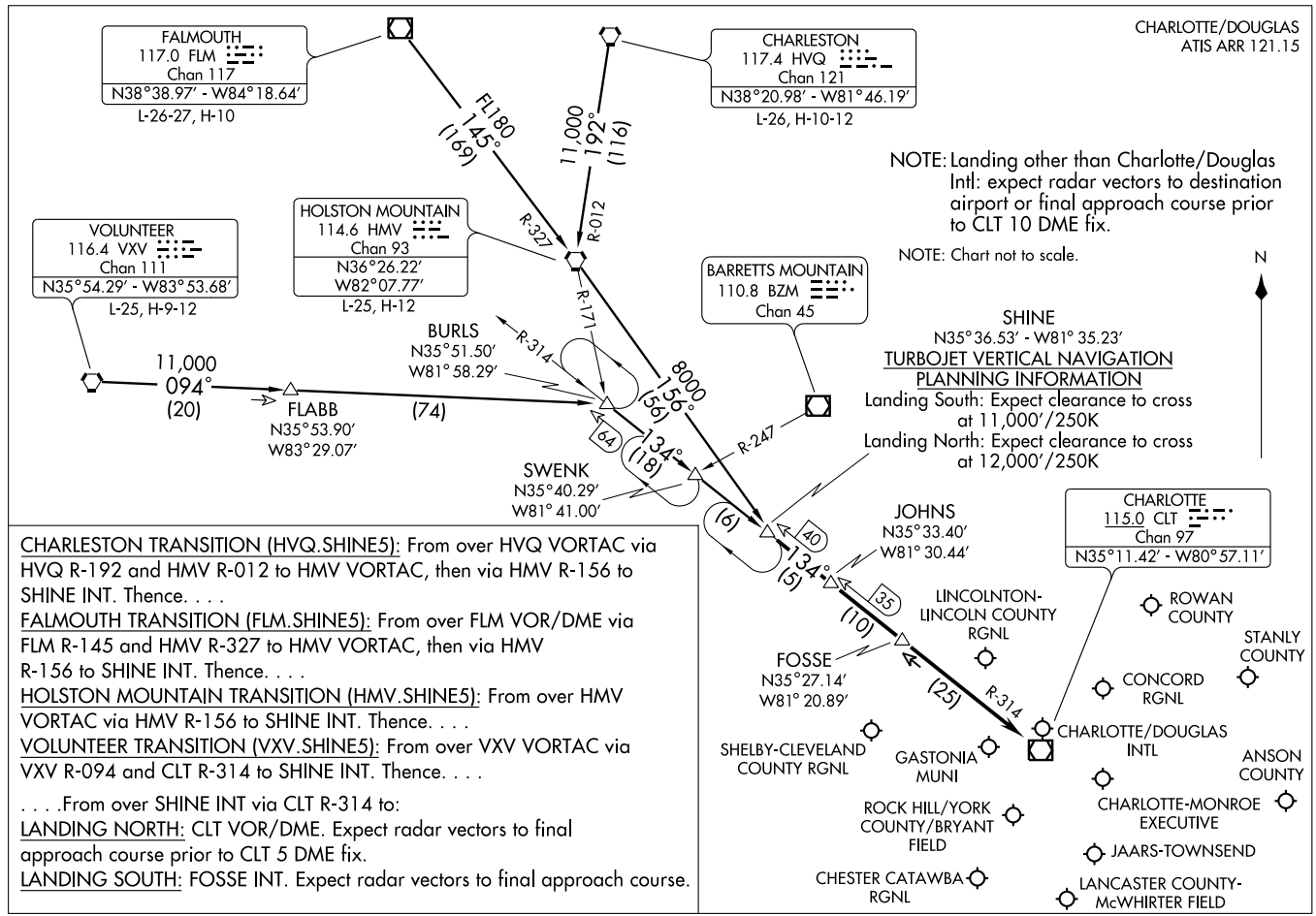
REIL Rwys 4R and 22L L
MIRL Rwys 4R-22L and 4L-22R L

FAF to MAP 5.1 NM					
Knots	60	90	120	150	180
Min:Sec	5:06	3:24	2:33	2:02	1:42



CATEGORY	A	B	C	D
S-22L	1260-1	676 (700-1)	1260-2 676 (700-2)	1260-2¼ 676 (700-2¼)
CIRCLING	1320-1	711 (800-1)	1320-2 711 (800-2)	1320-2¼ 711 (800-2¼)

SE-2, 22 OCT 2009 to 19 NOV 2009



CHARLESTON TRANSITION (HVQ.SHINE5): From over HVQ VORTAC via HVQ R-192 and HMV R-012 to HMV VORTAC, then via HMV R-156 to SHINE INT. Thence. . . .

FALMOUTH TRANSITION (FLM.SHINE5): From over FLM VOR/DME via FLM R-145 and HMV R-327 to HMV VORTAC, then via HMV R-156 to SHINE INT. Thence. . . .

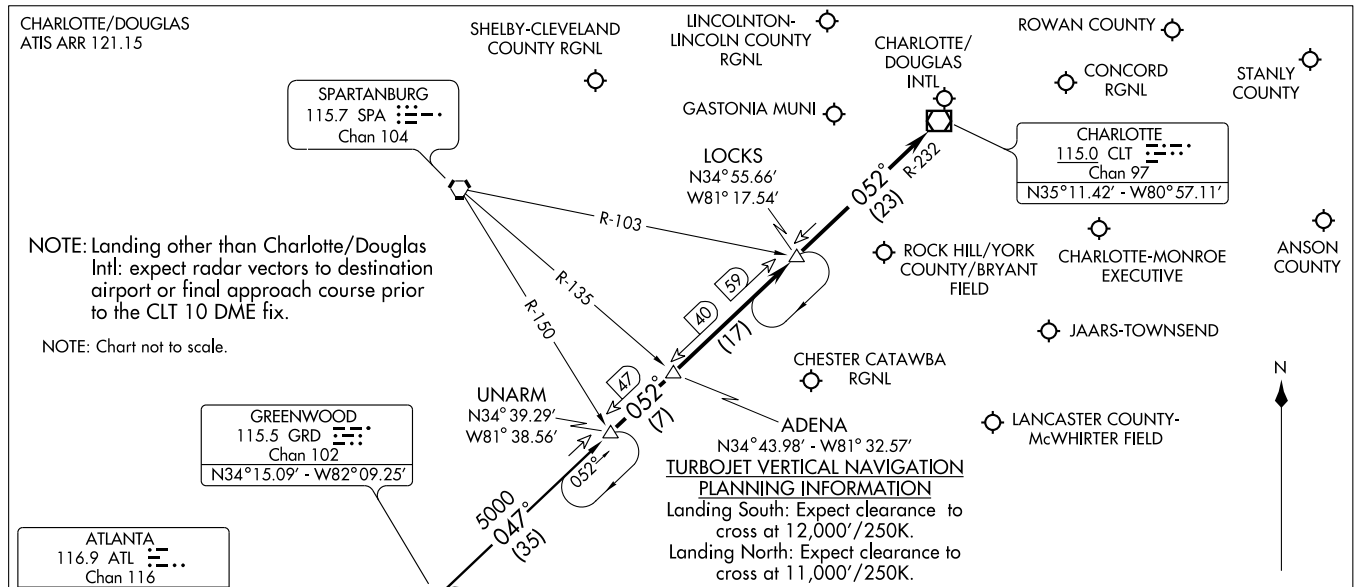
HOLSTON MOUNTAIN TRANSITION (HMV.SHINE5): From over HMV VORTAC via HMV R-156 to SHINE INT. Thence. . . .

VOLUNTEER TRANSITION (VXV.SHINE5): From over VXV VORTAC via VXV R-094 and CLT R-314 to SHINE INT. Thence. . . .

. . . .From over SHINE INT via CLT R-314 to:

LANDING NORTH: CLT VOR/DME. Expect radar vectors to final approach course prior to CLT 5 DME fix.

LANDING SOUTH: FOSSE INT. Expect radar vectors to final approach course.



NOTE: Landing other than Charlotte/Douglas Intl: expect radar vectors to destination airport or final approach course prior to the CLT 10 DME fix.

NOTE: Chart not to scale.

TURBOJET VERTICAL NAVIGATION PLANNING INFORMATION
Landing South: Expect clearance to cross at 12,000′/250K.
Landing North: Expect clearance to cross at 11,000′/250K.

TURBOJET VERTICAL NAVIGATION PLANNING INFORMATION
Expect clearance to cross at FL240

ATLANTA TRANSITION (ATL.UNARM1): From over ATL VORTAC via ATL R-071 and GRD R-254 to GRD VORTAC. Then via GRD R-047 and CLT R-232 to UNARM INT. Thence. . . .

COLLIERS TRANSITION (IRQ.UNARM1): From over IRQ VORTAC via IRQ R-005 and GRD R-182 to GRD VORTAC. Then via GRD R-047 and CLT R-232 to UNARM INT. Thence. . . .

. . . . From over UNARM INT via CLT R-232 to:

LANDING NORTH: LOCKS INT. Expect radar vectors to final approach course.

LANDING SOUTH: CLT VOR/DME. Expect radar vectors to final approach course prior to CLT 5 DME fix.

APP CRS	Rwy Idg	5500
061°	TDZE	1691
	Apt Elev	1697

RNAV (GPS) RWY 8

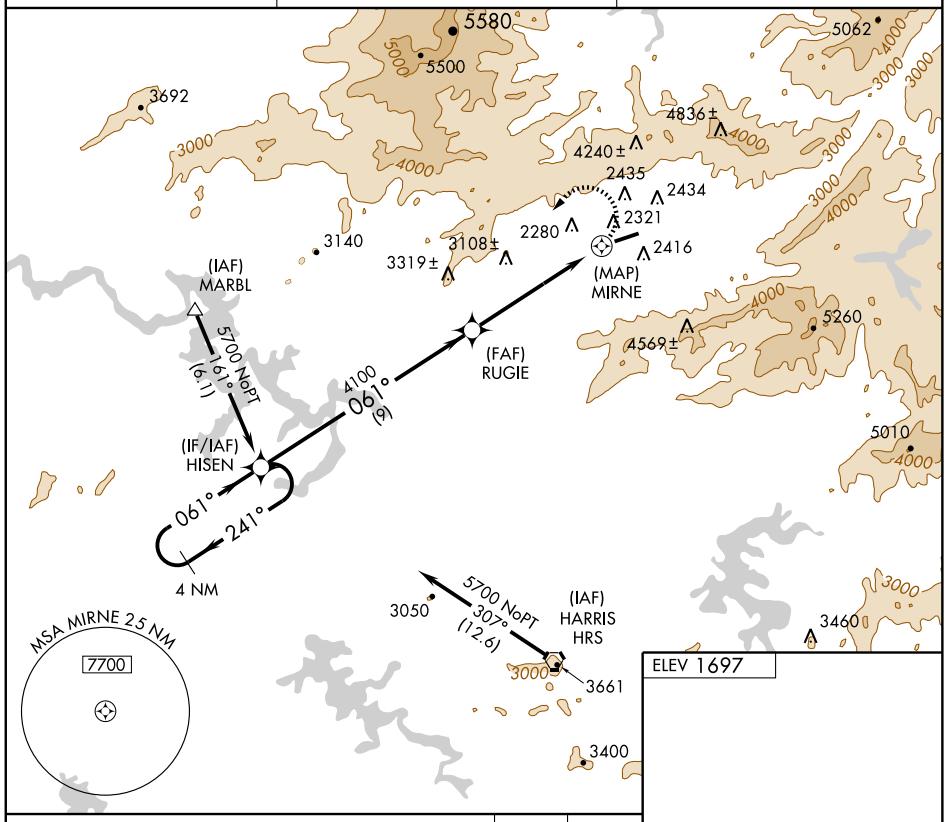
WESTERN CAROLINA RGNL (RHP)

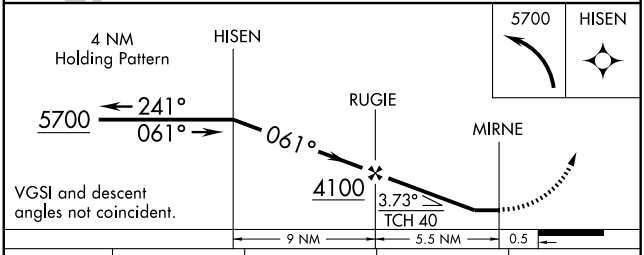
NA

GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA. When Andrews altimeter setting not received, procedure NA.

MISSED APPROACH: Climbing left turn to 5700 direct HISEN WP and hold.

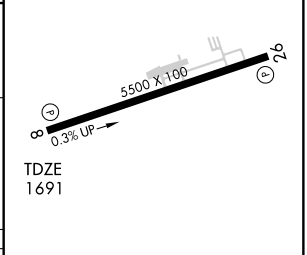
AWOS-3	ATLANTA CENTER	UNICOM
119.675	134.8 307.9	122.8 (CTAF) L





VGSI and descent angles not coincident.

CATEGORY	A	B	C	D
LNAV MDA	4020-1¼ 2329 (2400-1¼)	4020-1½ 2329 (2400-1½)	4020-3 2329 (2400-3)	NA
CIRCLING	4020-1¼ 2323 (2400-1¼)	4020-1½ 2323 (2400-1½)	4020-3 2323 (2400-3)	NA



REIL Rwy 8 L
MIRL Rwy 8-26 L

SE-2, 22 OCT 2009 to 19 NOV 2009

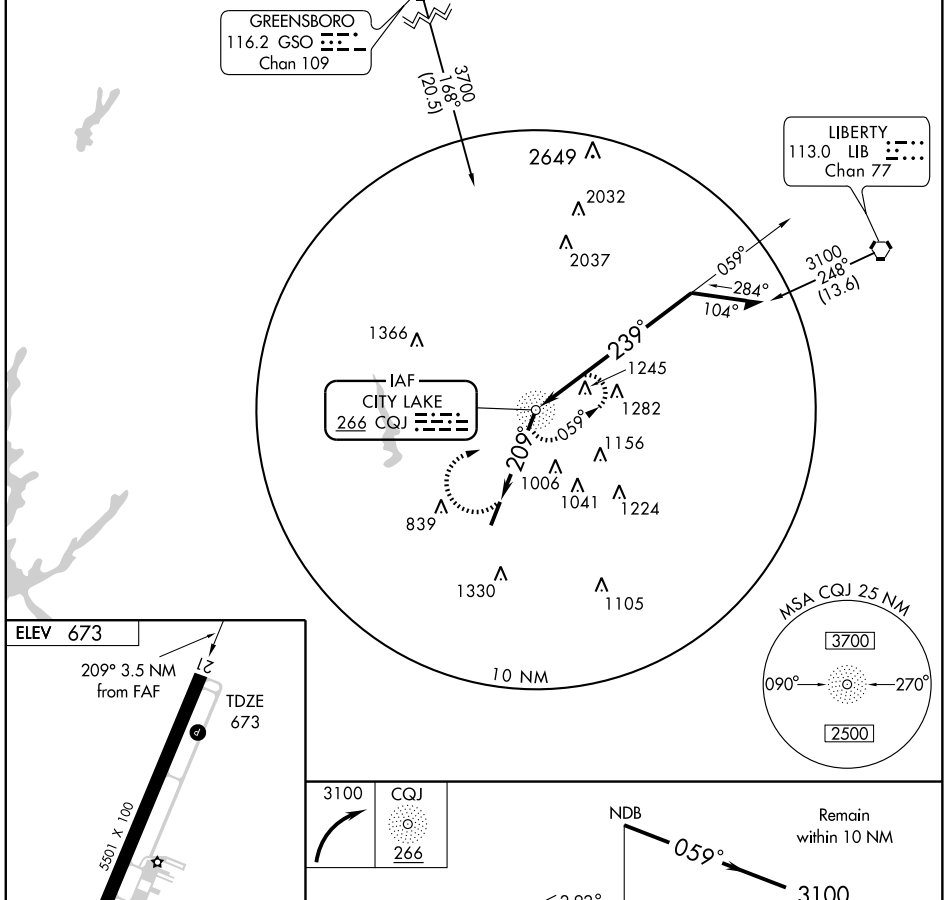
NDB CQJ	APP CRS	Rwy Idg	5501
266	209°	TDZE	673
		Apt Elev	673

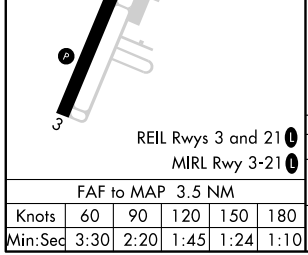
NDB RWY 21
ASHEBORO RGNL (HBI)

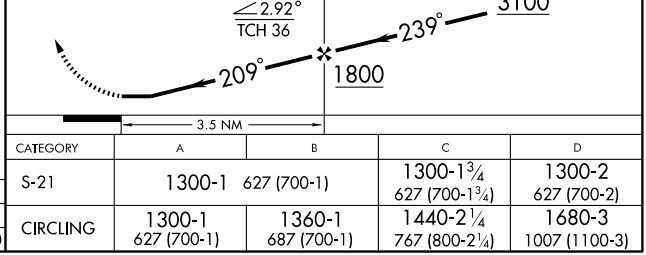
NA

MISSED APPROACH: Climbing right turn to 3100 direct CQJ NDB and hold.

AWOS-3	GREENSBORO APP CON	GCO	UNICOM
119.275	118.5 327.075	130.70	122.8 (CTAF) L







FAF to MAP 3.5 NM

Knots	60	90	120	150	180
Min:Sec	3:30	2:20	1:45	1:24	1:10

CATEGORY	A	B	C	D
S-21	1300-1 627 (700-1)		1300-1¾ 627 (700-1¾)	1300-2 627 (700-2)
CIRCLING	1300-1 627 (700-1)	1360-1 687 (700-1)	1440-2¼ 767 (800-2¼)	1680-3 1007 (1100-3)

SE-2, 22 OCT 2009 to 19 NOV 2009

APP CRS	Rwy Idg	5501
030°	TDZE	667
	Apt Elev	673

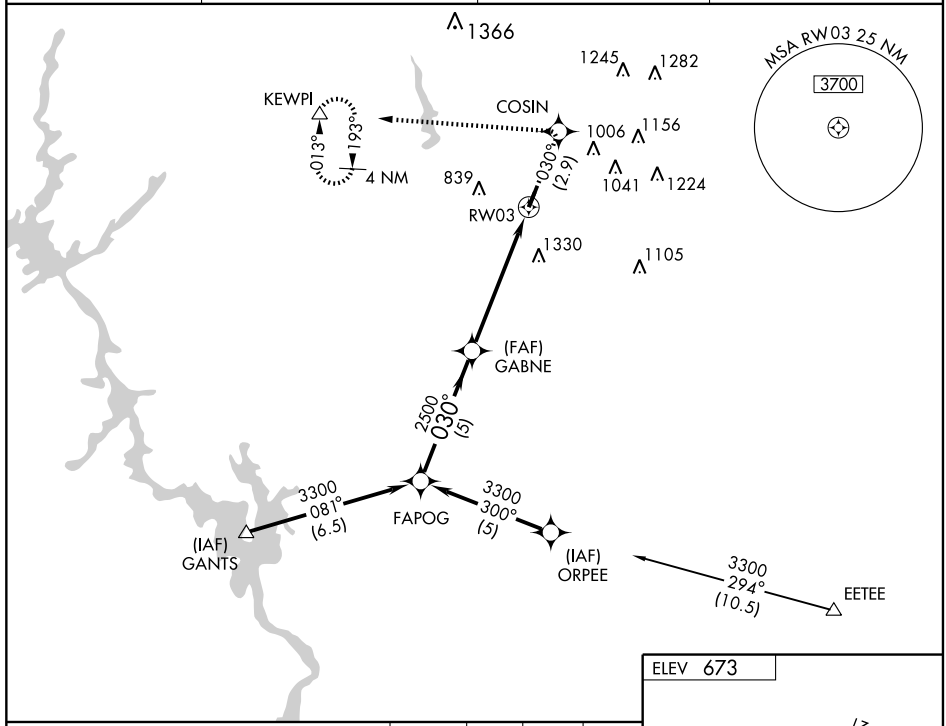
RNAV (GPS) RWY 3
ASHEBORO RGNL (HBI)

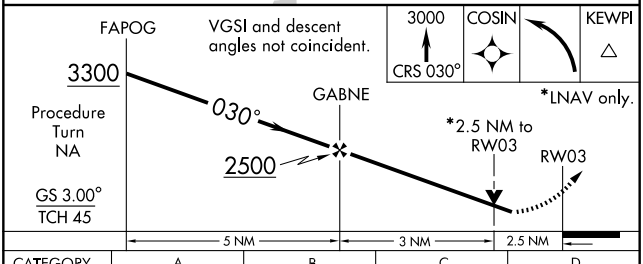
GPS or RNP-0.3 Required.
DME/DME RNP-0.3 NA.
Baro VNAV NA below -16°C (3°F)

NA

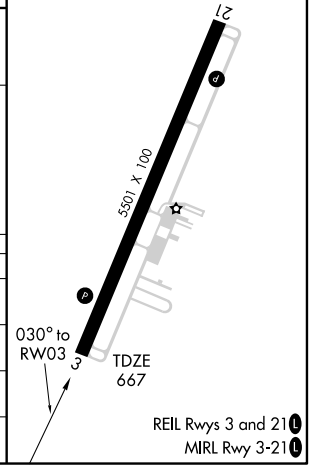
MISSED APPROACH: Climb to 3000 via 030° course to COSIN WP then turn left direct KEWPI WP and hold.

AWOS-3	GREENSBORO APP CON	GCO	UNICOM
119.275	118.5 327.075	130.70	122.8 (CTAF) L





CATEGORY	A	B	C	D
GLS PA DA	NA			
LNAV/VNAV DA	1320-2¼ 653 (700-2¼)			
LNAV MDA	1520-1 853 (900-1)	1520-1¼ 853 (900-1¼)	1520-2½ 853 (900-2½)	1520-2¾ 853 (900-2¾)
CIRCLING	1520-2¼ 847 (900-2¼)		1520-2½ 847 (900-2½)	1680-3 1007 (1100-3)



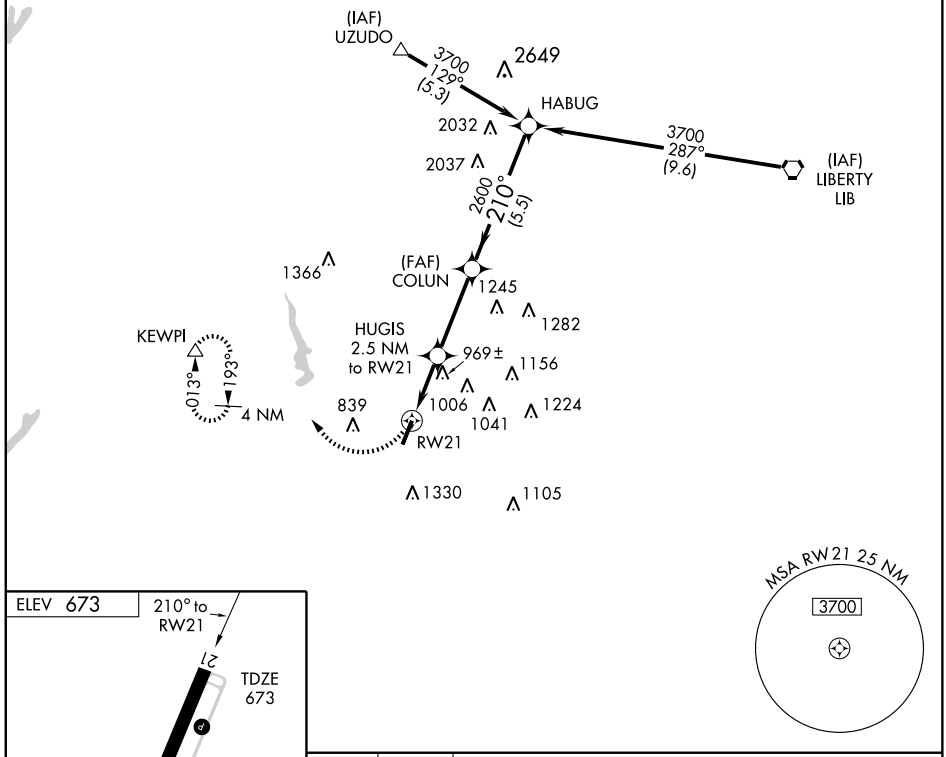
SE-2, 22 OCT 2009 to 19 NOV 2009

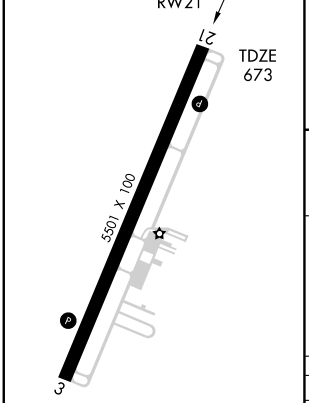
APP CRS	Rwy Idg	5501
210°	TDZE	673
	Apt Elev	673

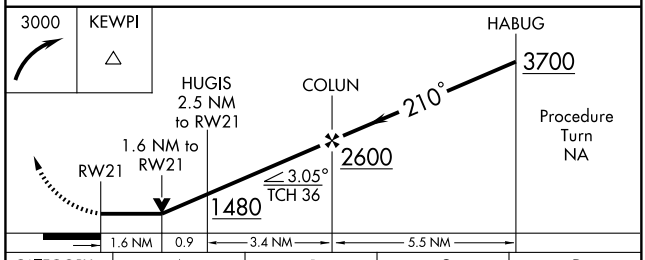
RNAV (GPS) RWY 21
ASHEBORO RGNL (HBI)

GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA.	MISSED APPROACH: Climbing right turn to 3000 direct KEWPI WP and hold.

AWOS-3	GREENSBORO APP CON	GCO	UNICOM
119.275	118.5 327.075	130.70	122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	1220-1 547 (600-1)		1220-1½ 547 (600-1½)	1220-1¾ 547 (600-1¾)
CIRCLING	1260-1 587 (600-1)	1360-1 687 (700-1)	1440-2¼ 767 (800-2¼)	1680-3 1007 (1100-3)

REIL Rwys 3 and 21 L
MIRL Rwy 3-21 L

SE-2. 22 OCT 2009 to 19 NOV 2009

VORTAC GSO 116.2 Chan 109	APP CRS 173°	Rwy Idg N/A TDZE N/A Apt Elev 673

VOR-A

ASHEBORO RGNL (HBI)

NA

MISSED APPROACH: Climbing right turn to 3000 via GSO R-173 to NADLE Int and hold.

AWOS-3	GREENSBORO APP CON	GCO	UNICOM
119.275	118.5 327.075	130.70	122.8 (CTAF) L

IAF GREENSBORO 116.2 GSO Chan 109

3000 (8) 173° R-173

CHALE INT GSO 8

MSA GSO 25 NM
180°
4100 3100
090° 270°
3700

R-294

LIBERTY 113.0 LIB Chan 77

2649
2032
2037

173° (10.5) 3000

NADLE INT GSO 18.5

R-257

1366 353° 1239±
1245 1282
1006 1156
839 1041 1224
1330 1105

10 NM

ELEV 673

173° 4.9 NM from FAF

21

5501 X 100

3

REIL Rwys 3 and 21 L
MIRL Rwy 3-21 L

CHALE INT GSO 8

NADLE INT GSO 18.5

3000 173° 3000 173°

GSO 23.4

Procedure Turn NA

10.5 NM 4.9 NM

3000 GSO R-173 116.2 NADLE INT

CATEGORY	A	B	C	D
CIRCLING	1320-1 647 (700-1)	1360-1¼ 687 (700-1¼)	1440-2¼ 767 (800-2¼)	1680-3 1007 (1100-3)

FAF to MAP 4.9 NM

Knots	60	90	120	150	180
Min:Sec	4:54	3:16	2:27	1:58	1:38

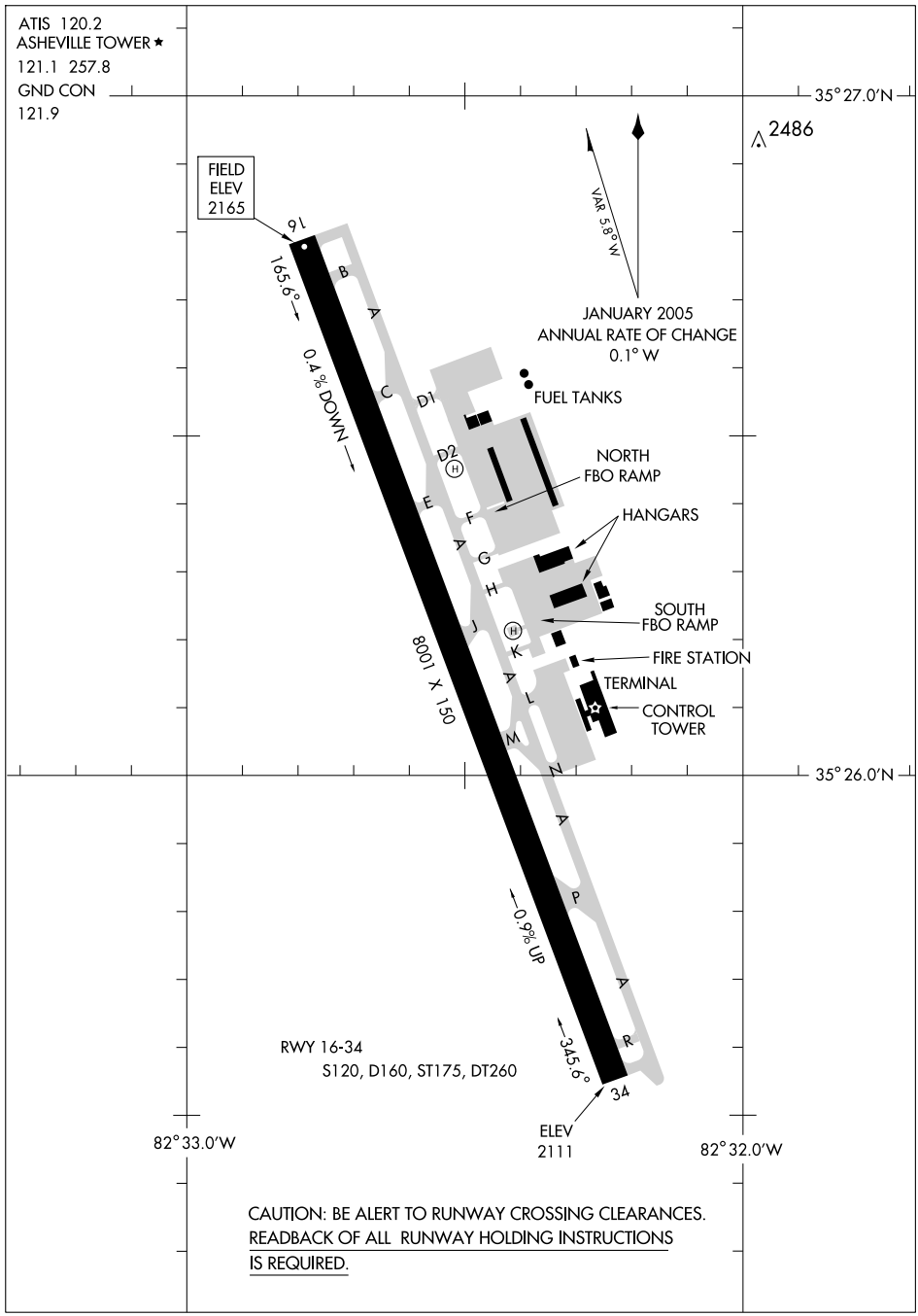
SE-2. 22 OCT 2009 to 19 NOV 2009

08101

AIRPORT DIAGRAM

AL-5061 (FAA)

ASHEVILLE RGNL (AVL)
ASHEVILLE, NORTH CAROLINA

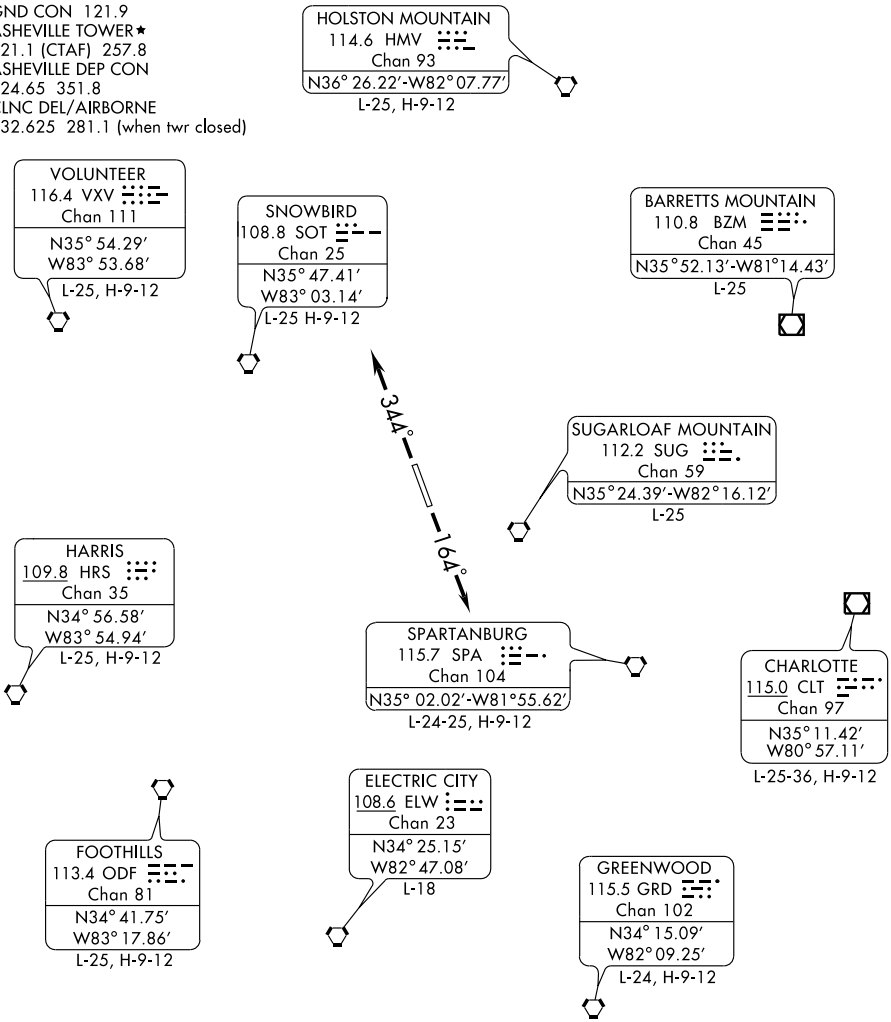


CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES. READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

SE-2, 22 OCT 2009 to 19 NOV 2009

ASHEVILLE THREE DEPARTURE

ATIS 120.2
GND CON 121.9
ASHEVILLE TOWER★
121.1 (CTAF) 257.8
ASHEVILLE DEP CON
124.65 351.8
CLNC DEL/AIRBORNE
132.625 281.1 (when twr closed)

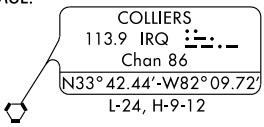


TAKE-OFF OBSTACLE NOTES:

Rwy 16: Tree 207' from DER, 529' left of centerline, 100' AGL/2148' MSL.
Rwy 34: Tree 543' from DER, 614' left of centerline, 100' AGL/2194' MSL.
Tree 81' from DER, 41' left of centerline, 100' AGL/2172' MSL.

TAKE-OFF MINIMUMS:

Rwy 16: Standard with minimum climb of 360' per NM to 6100'.
Rwy 34: Standard with minimum climb of 380' per NM to 5700'.



(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

SE-2, 22 OCT 2009 to 19 NOV 2009

▼

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 16: Climb heading 164° to 10000′ or lower filed altitude. Expect radar vectors to join filed route/fix when leaving 6100′. Thence....

TAKE-OFF RUNWAY 34: Climb heading 344° to 10000′ or lower filed altitude. Expect radar vectors to join filed route/fix when leaving 5700′. Thence....

....Aircraft filed at or above 11000′ maintain 10000′ and expect filed altitude/flight level ten minutes after departure.

SE-2, 22 OCT 2009 to 19 NOV 2009

ASHEVILLE, NORTH CAROLINA AL-5061 (FAA)

LOC I-IMO	APP CRS	Rwy Idg	8001
110.9	164°	TDZE	2165
		Apt Elev	2165

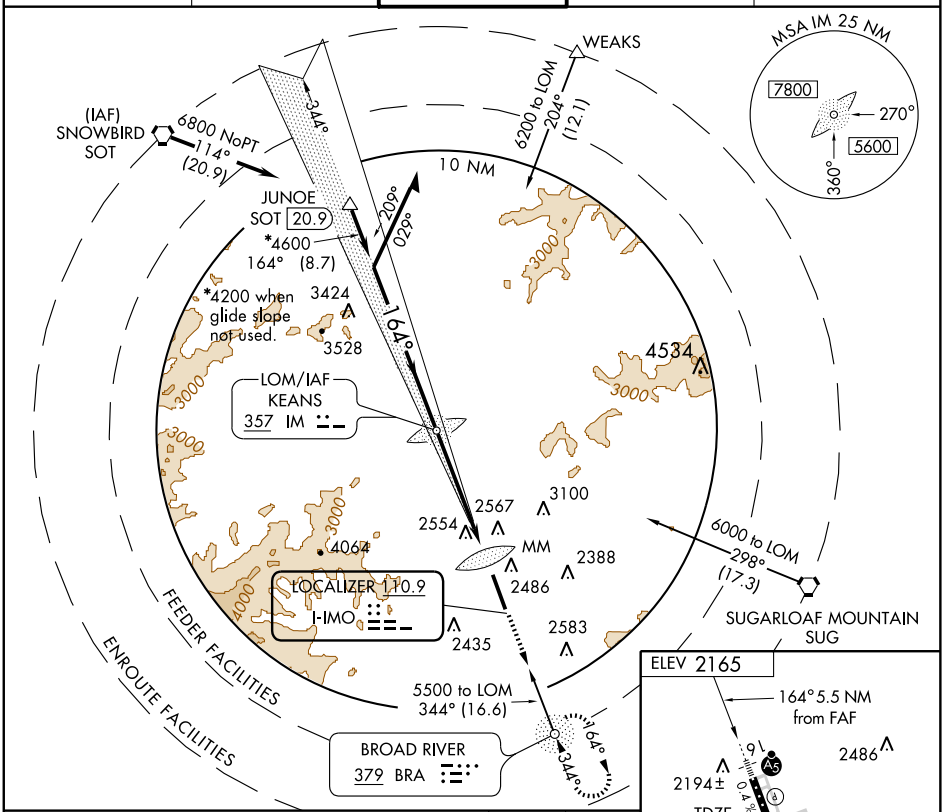
ILS or LOC RWY 16
ASHEVILLE RGNL (AVL)

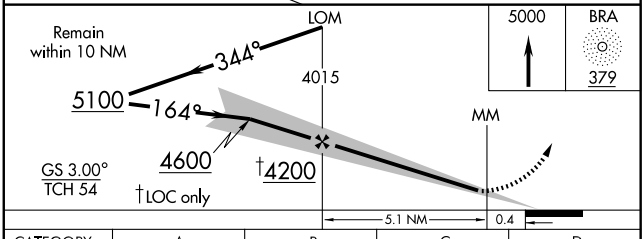
T A ASR — ADF Required. Circling NA west of runway 16-34, night circling NA.

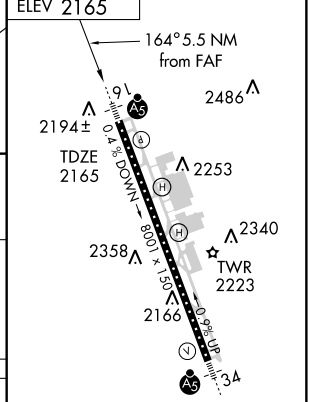
MALSR

MISSED APPROACH: Climb to 5000 direct BRA NDB and hold.

ATIS	ASHEVILLE APP CON	ASHEVILLE TOWER ★	GND CON	UNICOM
120.2	124.65 269.575	121.1 (CTAF) L 257.8	121.9	122.95







CATEGORY	A	B	C	D
S-ILS 16		2379/40 214 (300-¾)		
S-LOC 16	2840/50 675 (700-1)		2840-2 675 (700-2)	2840-2¼ 675 (700-2¼)
CIRCLING	2880-1 715 (800-1)		2900-2 735 (800-2)	2900-2¼ 735 (800-2¼)

TDZ/CL Rwy 34
HIRL Rwy 16-34 L

FAF to MAP 5 NM

Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

SE-2, 22 OCT 2009 to 19 NOV 2009

LOC I-AVL	APP CRS	Rwy Idg	8001
110.5	344°	TDZE	2140
		Apt Elev	2165

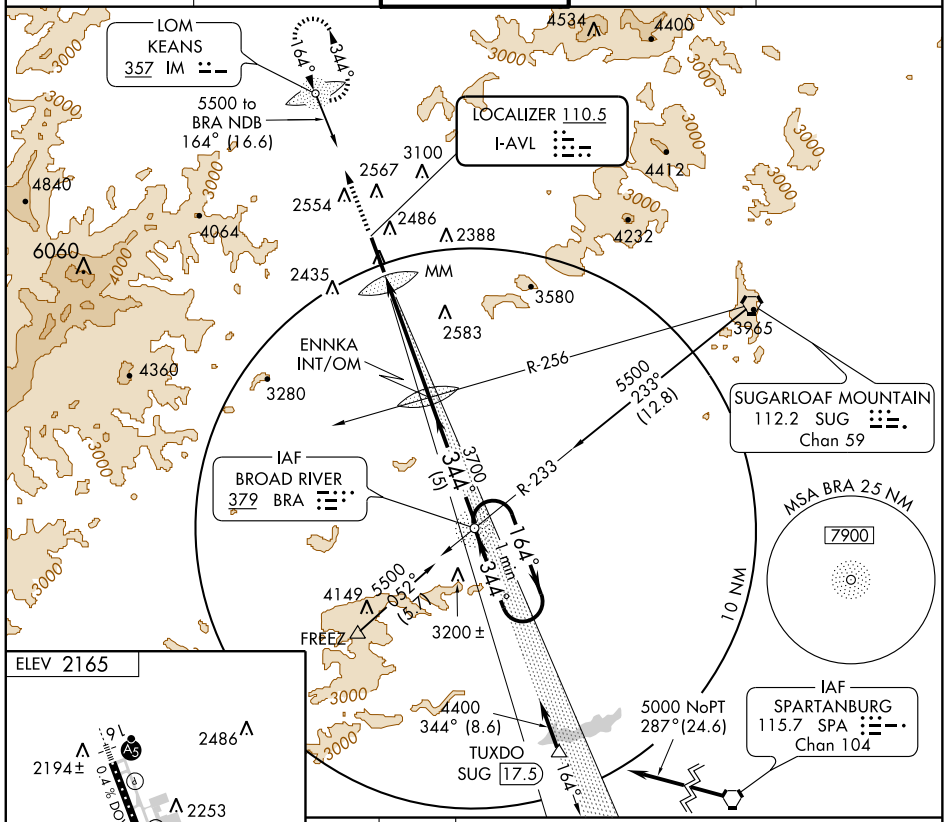
ILS OR LOC RWY 34
ASHEVILLE RGNL (AVL)

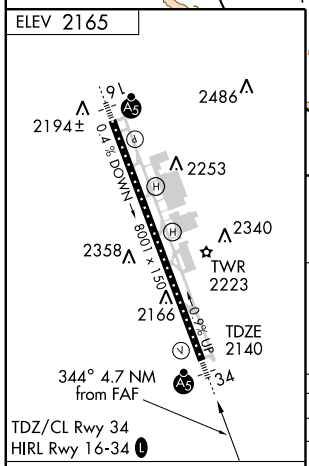
ASR — Circling NA West of runway 16-34.Circling NA at night. ADF REQUIRED. **RVR 1800 authorized with the use of FD or AP or HUD to DA.

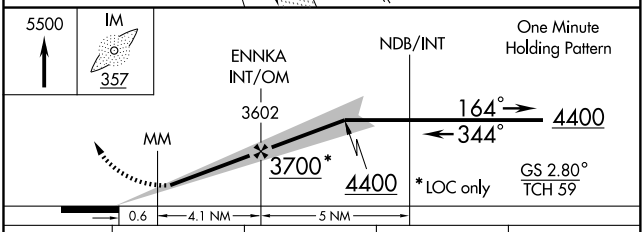
MALSR

MISSED APPROACH: Climb to 5500 direct IM LOM and hold.

ATIS	ASHEVILLE APP CON	ASHEVILLE TOWER ★	GND CON	UNICOM
120.2	124.65 269.575	121.1 (CTAF) L 257.8	121.9	122.95







CATEGORY	A	B	C	D
S-ILS 34	**2340/24200 (200-½)			
S-LOC 34	2800/24 660 (700-½)		2800/60 660 (700-1¼)	2800-1½ 660 (700-1½)
CIRCLING	2880-1 715 (800-1)		2920-2¼ 755 (800-2¼)	2920-2½ 755 (800-2½)

FAF to MAP 4.7 NM

Knots	60	90	120	150	180
Min:Sec	4:42	3:08	2:21	1:53	1:34

SE-2. 22 OCT 2009 to 19 NOV 2009

WAAS	APP CRS	Rwy ldg	8001
CH 90501	164°	TDZE	2165
W16A		Apt Elev	2165

RNAV (GPS) RWY 16

ASHEVILLE RGNL (AVL)

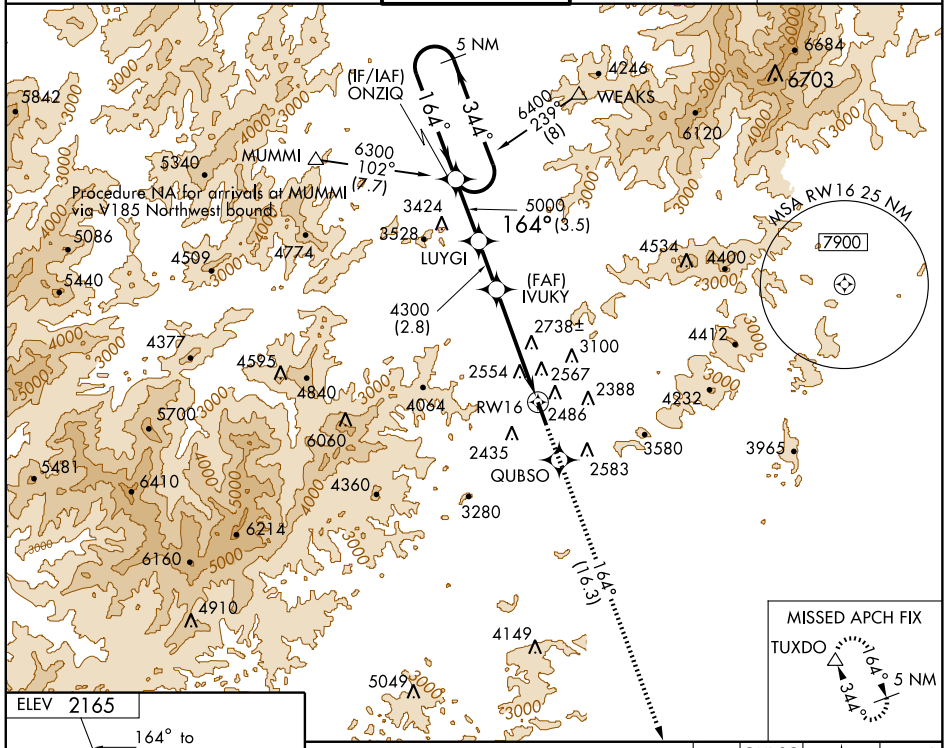
ASR

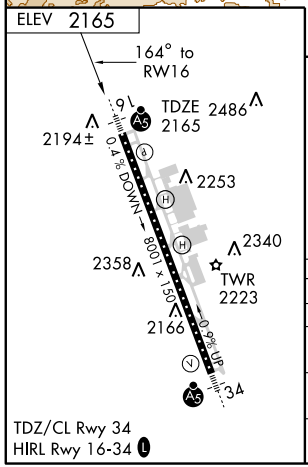
Circling NA West of runway 16/34. Circling NA at night. For inoperative MALSR, increase LPV all Cats visibility to RVR 4000, increase LNAV Cat A visibility to RVR 5000. If local altimeter setting not received, use Rutherfordton altimeter setting and increase all DA/MDAs 240 feet.
VDP NA when using Rutherfordton altimeter setting. DME/DME RNP-0.3 NA.

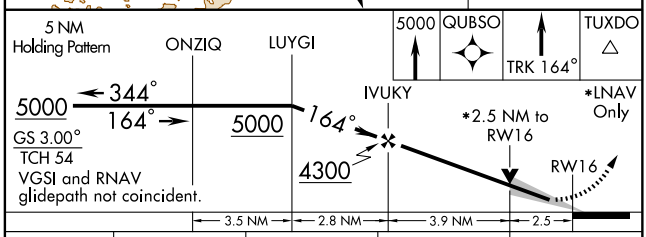
MALSR

MISSED APPROACH: Climb to 5000 direct QUBSO and via 164° track to TUXDO and hold.

ATIS	ASHEVILLE APP CON	ASHEVILLE TOWER★	GND CON	UNICOM
120.2	124.65 269.575	121.1 (CTAF) L 257.8	121.9	122.95







CATEGORY	A	B	C	D
LPV DA	2415/24 250 (300-½)			
LNAV/VNAV DA	NA			
LNAV MDA	3020/40 855 (900-¾)		3020-2 855 (900-2)	3020-2¼ 855 (900-2¼)
CIRCLING	3020-1 855 (900-1)	3020-1¼ 855 (900-1¼)	3020-2½ 855 (900-2½)	3020-2¾ 855 (900-2¾)

SE-2, 22 OCT 2009 to 19 NOV 2009

WAAS	APP CRS	Rwy Idg	8001
CH 50501	344°	TDZE	2140
W34A		Apt Elev	2165

RNAV (GPS) RWY 34
ASHEVILLE RGNL (AVL)

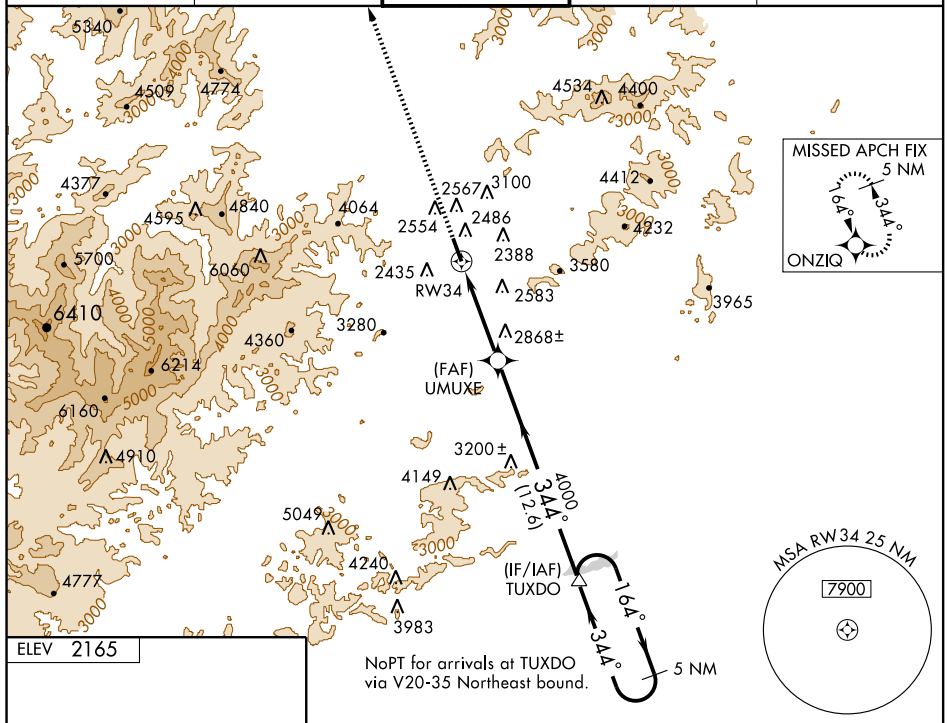
Circling NA West of Rwy 16/34. Circling NA at night. If local altimeter setting not received, use Rutherfordton altimeter setting and increase all DA/MDAs 240 feet. VDP NA with Rutherfordton altimeter setting. For inoperative MALSR, increase LPV all Cats visibility to RVR 5000. DME/DME RNP-0.3 NA.

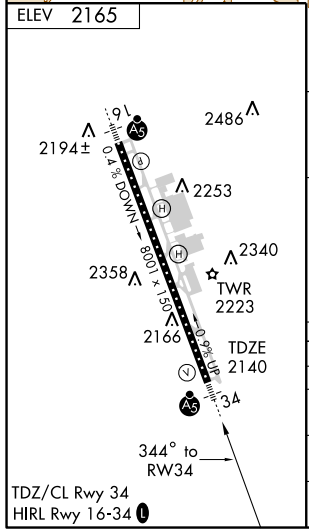
ASR

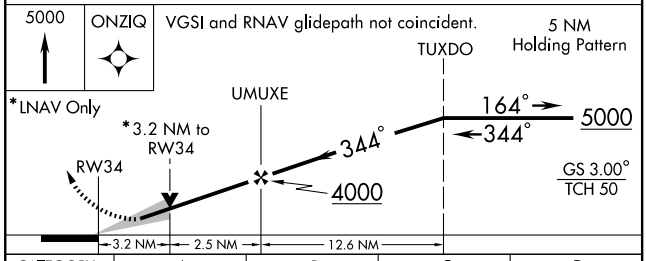
MALSR

MISSED APPROACH: Climb to 5000 direct ONZIQ and hold.

ATIS	ASHEVILLE APP CON	ASHEVILLE TOWER★	GND CON	UNICOM
120.2	124.65 269.575	121.1 (CTAF) L 257.8	121.9	122.95







CATEGORY	A	B	C	D
LPV DA	2390/24 250 (300-½)			
LNAV/ VNAV DA	NA			
LNAV MDA	3120/40 980 (1000-¾)	3120/50 980 (1000-1)	3120-2½ 980 (1000-2½)	
CIRCLING	3120-1¼ 955 (1000-1¼)	3120-1½ 955 (1000-1½)	3120-3 955 (1000-3)	

SE-2, 22 OCT 2009 to 19 NOV 2009

LOC I-BFO	APP CRS	Rwy Idg	4249
108.5	256°	TDZE	8
		Apt Elev	11

LOC RWY 26

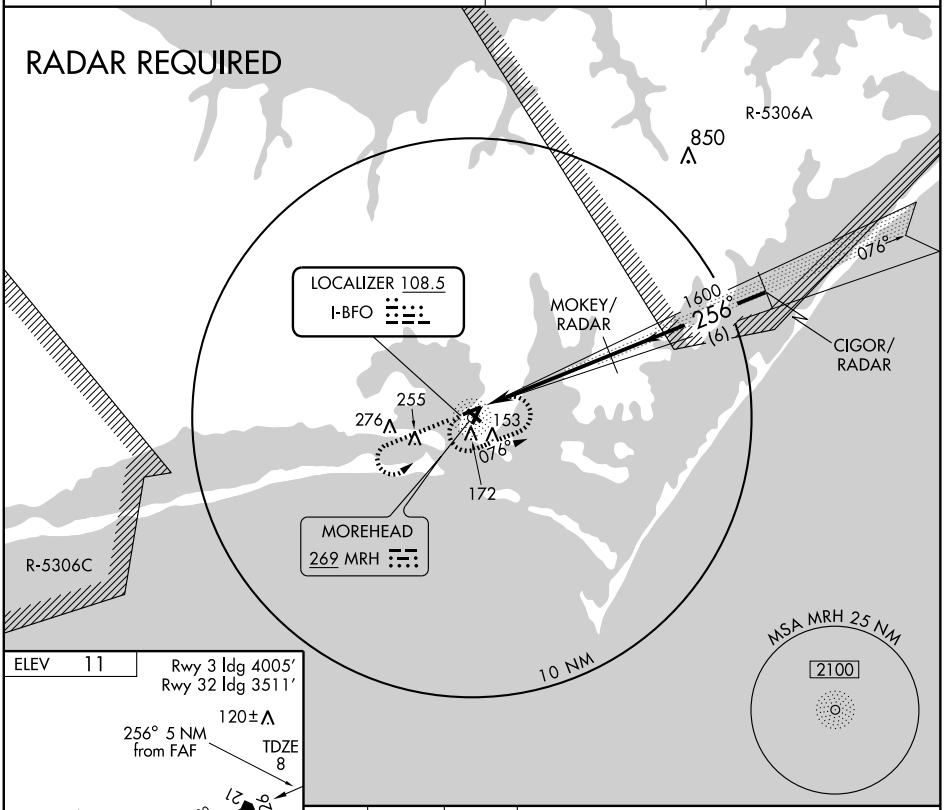
BEAUFORT/MICHAEL J. SMITH FIELD (MRH)

NOTE: ATC clearance required to penetrate R-5306A and R-5306C. If local altimeter setting not received, use Cherry Point MCAS altimeter setting and increase all MDAs 40 feet. ADF REQUIRED.

MISSED APPROACH: Climb to 1000 then climbing left turn to 1600 direct MRH NDB and hold.

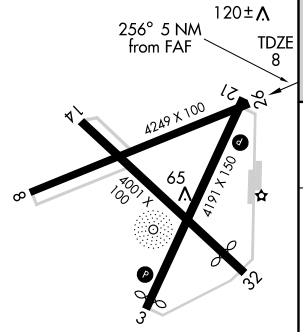
ASOS	MARINE CHERRY POINT APP CON	CHERRY POINT CLNC DEL	UNICOM
135.375	124.1 268.7	125.65	122.8 (CTAF) L

RADAR REQUIRED



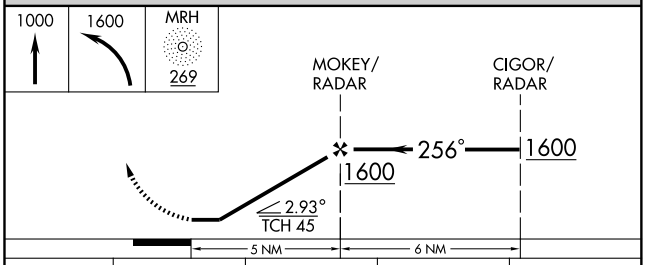
ELEV 11

Rwy 3 ldg 4005′
Rwy 32 ldg 3511′



REIL Rwys 3 and 21 L
MIRL Rwy 3-21 and 8-26 L

FAF to MAP 5 NM					
Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40



CATEGORY	A	B	C	D
S-26	380-1 372 (400-1)			380-1¼ 372 (400-1¼)
CIRCLING	540-1 529 (600-1)		540-1½ 529 (600-1½)	580-2 569 (600-2)

SE-2, 22 OCT 2009 to 19 NOV 2009

NDB MRH	APP CRS	Rwy Idg	4001
269	148°	TDZE	10
		Apt Elev	11

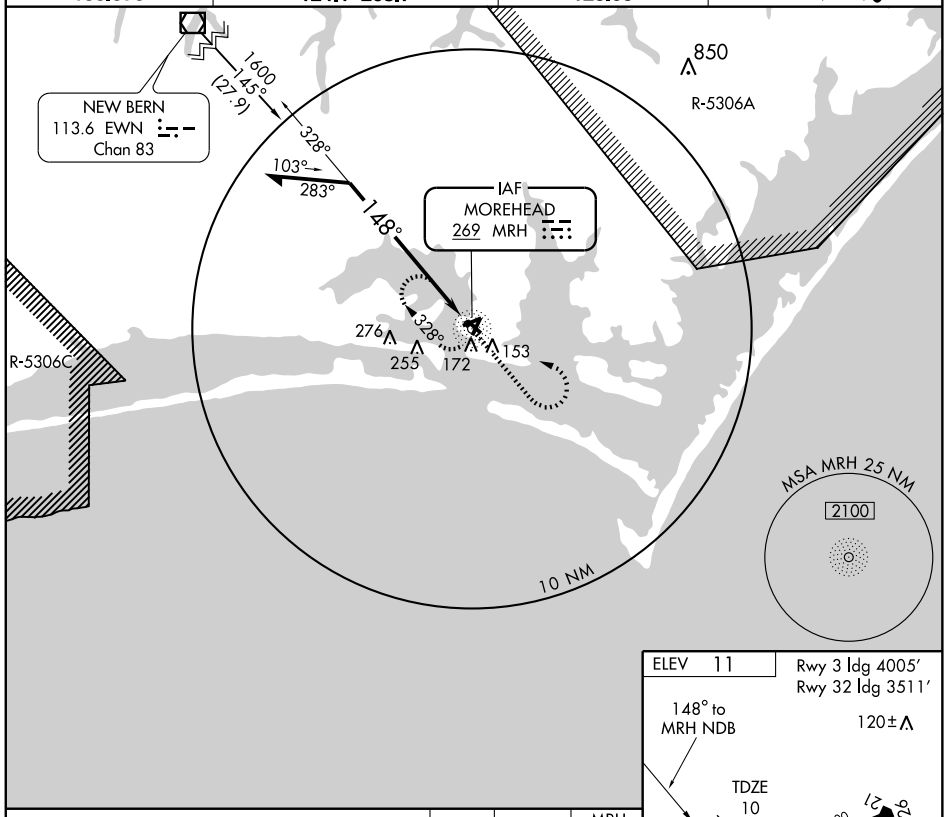
NDB RWY 14

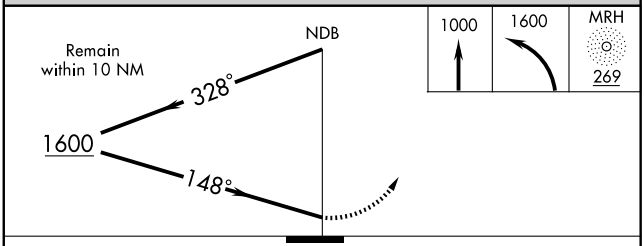
BEAUFORT/MICHAEL J. SMITH FIELD (MRH)

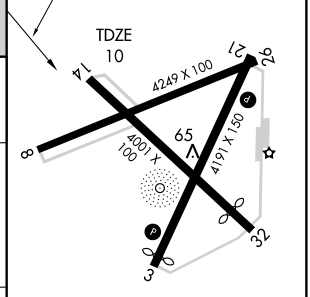
T NA If local altimeter setting not received, use Cherry Point MCAS altimeter setting and increase all MDAs 40 feet. NOTE: ATC clearance required to penetrate R-5306A and R-5306C.

MISSED APPROACH: Climb to 1000 then climbing left turn to 1600 direct MRH NDB and hold.

ASOS	MARINE CHERRY POINT APP CON	CHERRY POINT CLNC DEL	UNICOM
135.375	124.1 268.7	125.65	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-14	700-1	690 (700-1)	700-2 690 (700-2)	700-2¼ 690 (700-2¼)
CIRCLING	700-1	689 (700-1)	700-2 689 (700-2)	700-2¼ 689 (700-2¼)

Knots	60	90	120	150	180
Min:Sec					

SE-2, 22 OCT 2009 to 19 NOV 2009

NDB MRH	APP CRS	Rwy Idg	4191
269	219°	TDZE	10
		Apt Elev	11

NDB RWY 21

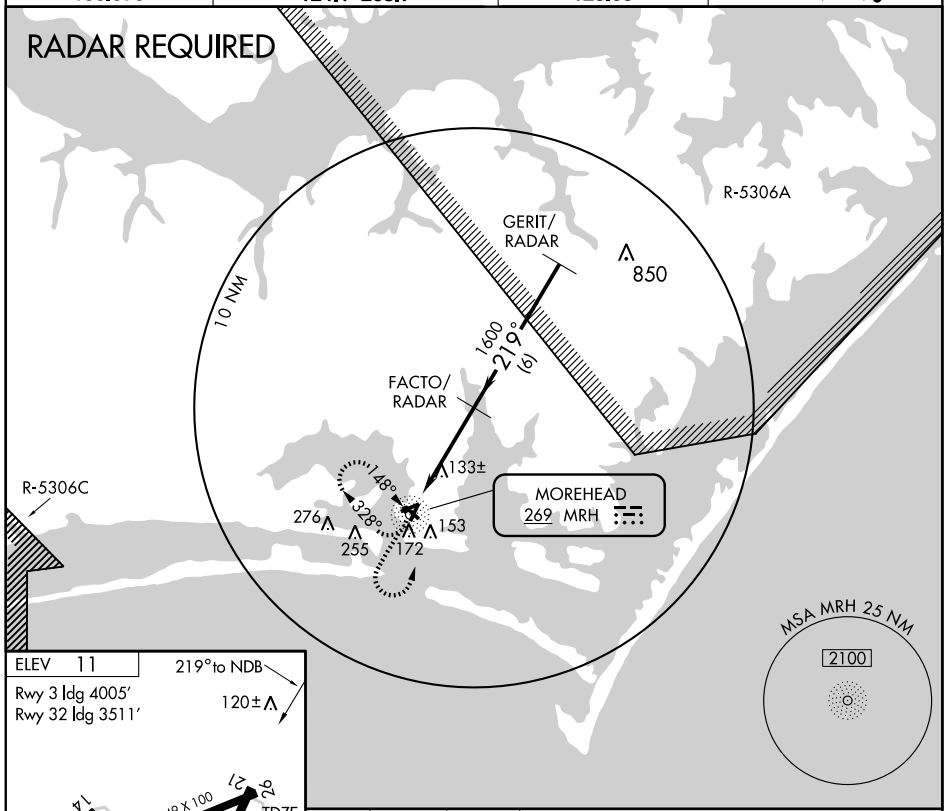
BEAUFORT/MICHAEL J. SMITH FIELD (MRH)

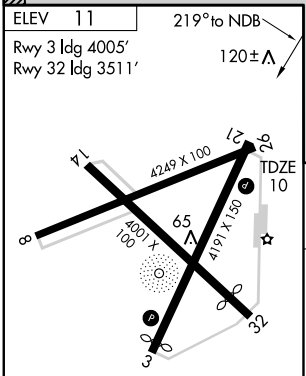
T
A NA

If local altimeter setting not received, use Cherry Point MCAS altimeter setting and increase all MDAs 40 feet. NOTE: ATC clearance required to penetrate R-5306A and R-5306C. RADAR REQUIRED.

MISSED APPROACH: Climb to 1000 then climbing left turn to 1600 direct MRH NDB and hold.

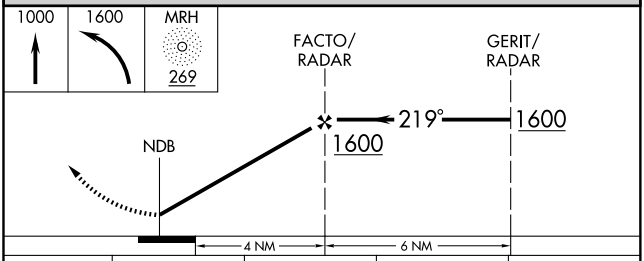
ASOS	MARINE CHERRY POINT APP CON	CHERRY POINT CLNC DEL	UNICOM
135.375	124.1 268.7	125.65	122.8 (CTAF) L





REIL Rwys 3 and 21 L
MIRL Rwy 3-21 and 8-26 L

Knots	60	90	120	150	180
Min:Sec					



CATEGORY	A	B	C	D
S-21	440-1	430 (500-1)	440-1¼ 430 (500-1¼)	440-1½ 430 (500-1½)
CIRCLING	540-1	529 (600-1)	540-1½ 529 (600-1½)	580-2 569 (600-2)

SE-2, 22 OCT 2009 to 19 NOV 2009

APP CRS	Rwy Idg	4005
033°	TDZE	10
	Apt Elev	11

RNAV (GPS) RWY 3

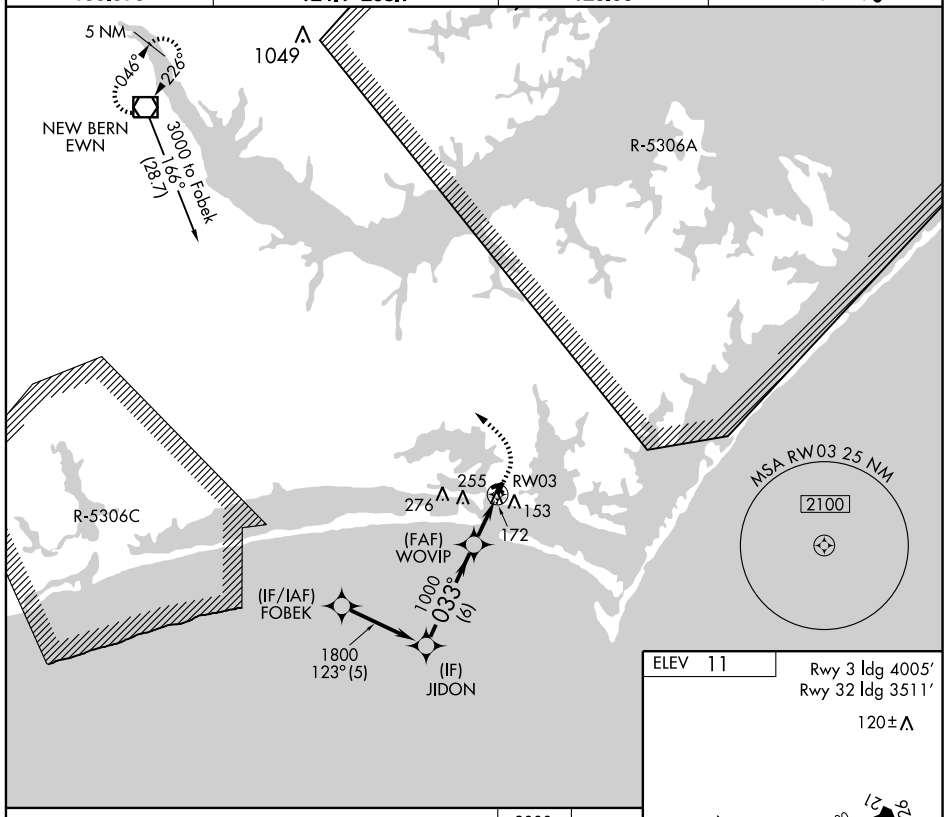
BEAUFORT/MICHAEL J. SMITH FIELD (MRH)

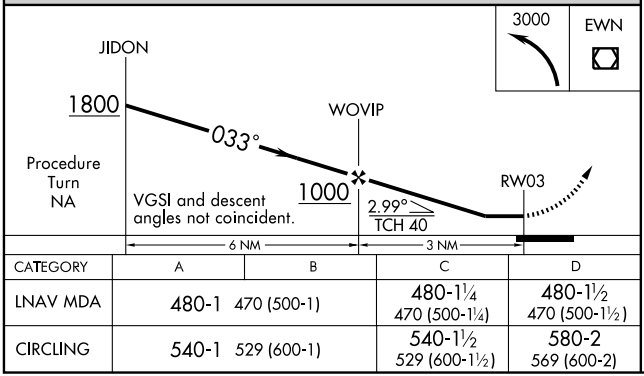
T
NA

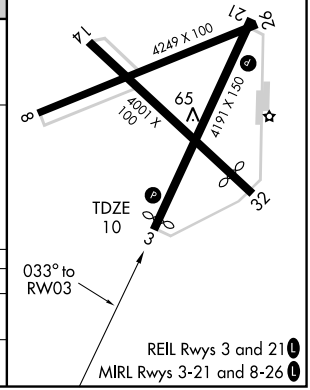
If local altimeter setting not received, use Cherry Point MCAS altimeter setting and increase all MDAs 40 feet. GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA. NOTE: ATC clearance required to penetrate R-5306A and R-5306C. Straight-in minimums NA at night. Circling NA at night to Rwys 3, 8 and 32.

MISSED APPROACH: Climbing left turn to 3000 direct EWN VOR/DME and hold.

ASOS	MARINE CHERRY POINT APP CON	CHERRY POINT CLNC DEL	UNICOM
135.375	124.1 268.7	125.65	122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	480-1	470 (500-1)	480-1¼ 470 (500-1¼)	480-1½ 470 (500-1½)
CIRCLING	540-1	529 (600-1)	540-1½ 529 (600-1½)	580-2 569 (600-2)

SE-2, 22 OCT 2009 to 19 NOV 2009

APP CRS	Rwy Idg	4249
076°	TDZE	10
	Apt Elev	11

RNAV (GPS) RWY 8

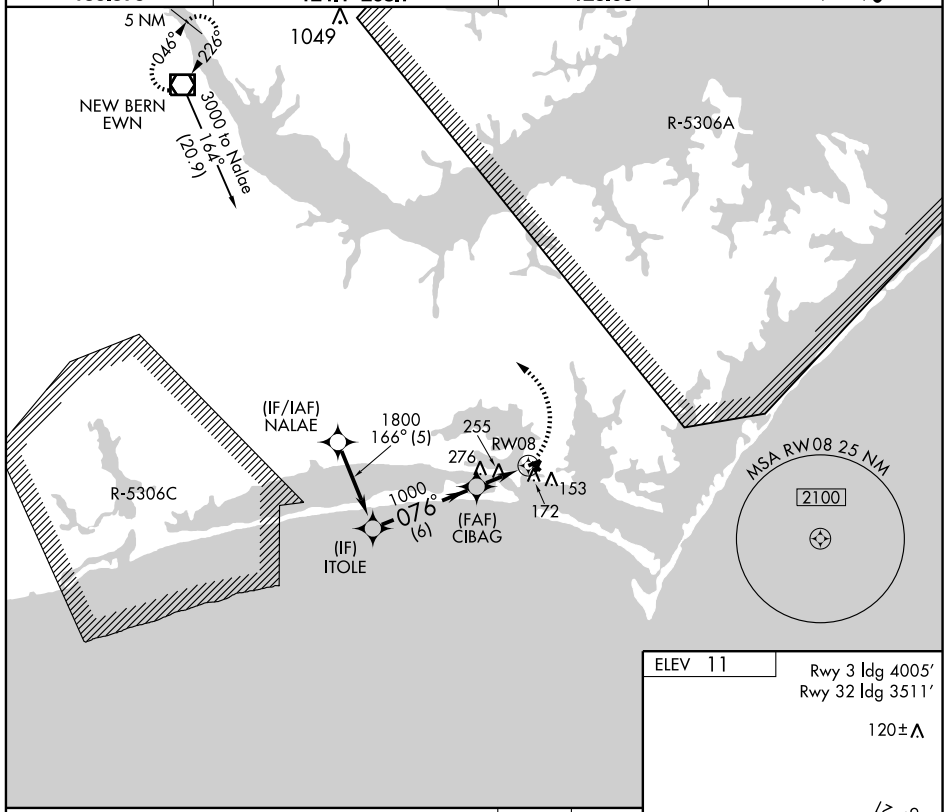
BEAUFORT/MICHAEL J. SMITH FIELD (MRH)

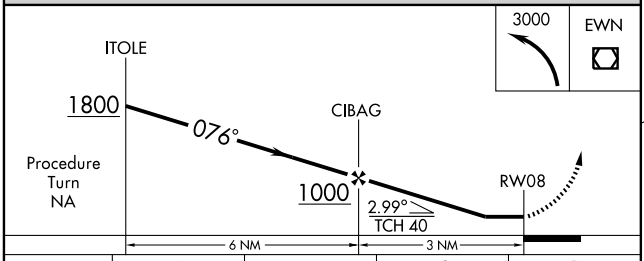
T
NA

If local altimeter setting not received, use Cherry Point MCAS altimeter setting and increase all MDAs 40 feet. GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA. NOTE: ATC clearance required to penetrate R-5306A and R-5306C. Straight-in minimums NA at night. Circling NA at night to Rwys 3, 8 and 32.

MISSED APPROACH: Climbing left turn to 3000 direct EWN VOR/DME and hold.

ASOS	MARINE CHERRY POINT APP CON	CHERRY POINT CLNC DEL	UNICOM
135.375	124.1 268.7	125.65	122.8 (CTAF) L



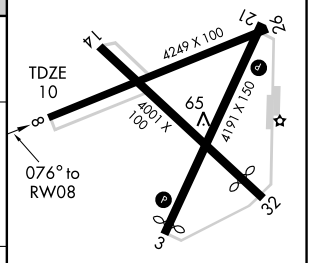


CATEGORY	A	B	C	D
LNAV MDA	540-1	532 (600-1)	540-1½ 532 (600-1½)	540-1¾ 532 (600-1¾)
CIRCLING	540-1	529 (600-1)	540-1½ 529 (600-1½)	580-2 569 (600-2)

ELEV 11

Rwy 3 ldg 4005′
Rwy 32 ldg 3511′

120±



REIL Rwys 3 and 21 L
MIRL Rwys 3-21 and 8-26 L

SE-2, 22 OCT 2009 to 19 NOV 2009

APP CRS	Rwy Idg	4001
141°	TDZE	10
	Apt Elev	11

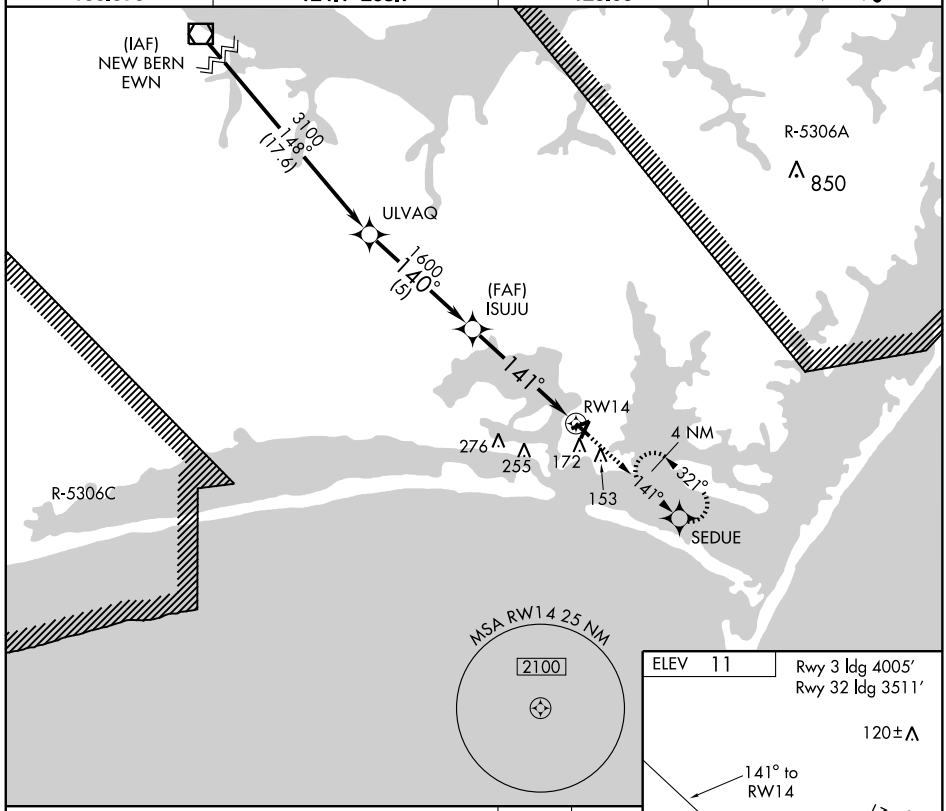
RNAV (GPS) RWY 14

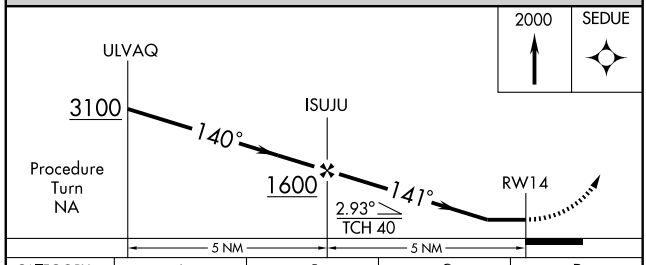
BEAUFORT/MICHAEL J. SMITH FIELD (MRH)

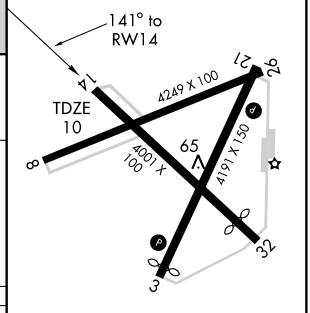
If local altimeter setting not received, use Cherry Point MCAS altimeter setting and increase all MDAs 40 feet.
NA NOTE: ATC clearance required to penetrate R-5306A and R-5306C. GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2000 direct SEDUE WP and hold.

ASOS	MARINE CHERRY POINT APP CON	CHERRY POINT CLNC DEL	UNICOM
135.375	124.1 268.7	125.65	122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	380-1 370 (400-1)			380-1¼ 370 (400-1¼)
CIRCLING	540-1 529 (600-1)		540-1½ 529 (600-1½)	580-2 569 (600-2)

REIL Rwys 3 and 21 L
MIRL Rwys 3-21 and 8-26 L

SE-2, 22 OCT 2009 to 19 NOV 2009

APP CRS	Rwy Idg	4191
213°	TDZE	10
	Apt Elev	11

RNAV (GPS) RWY 21

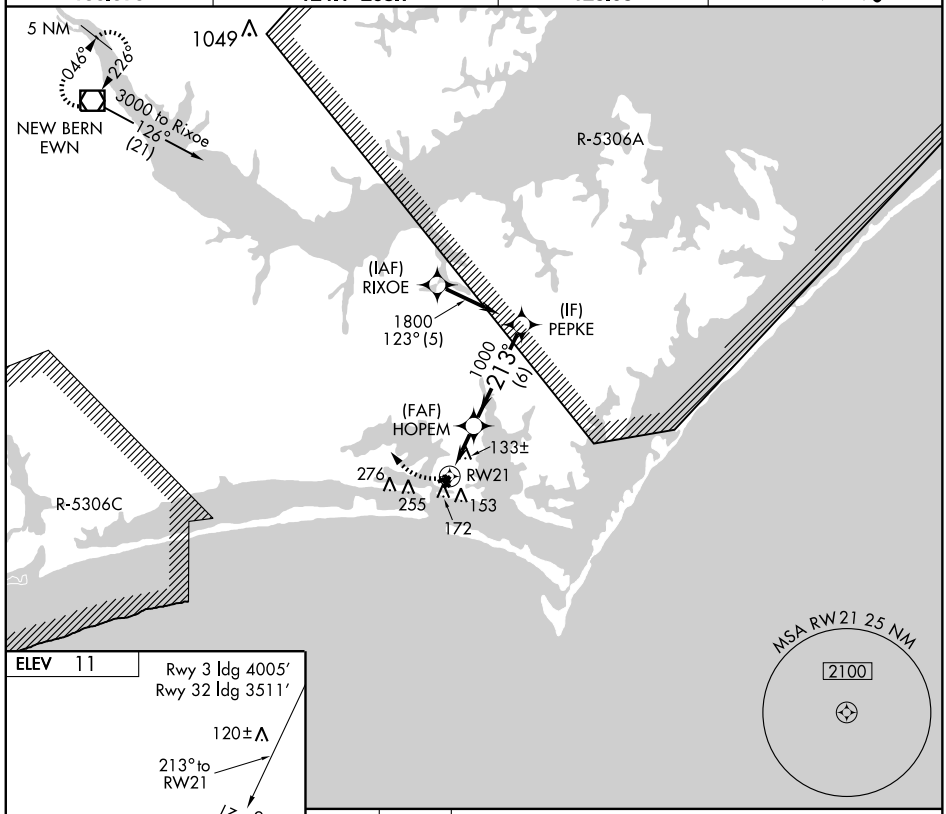
BEAUFORT/MICHAEL J. SMITH FIELD (MRH)

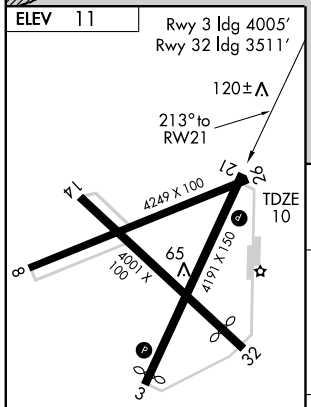
T
A NA

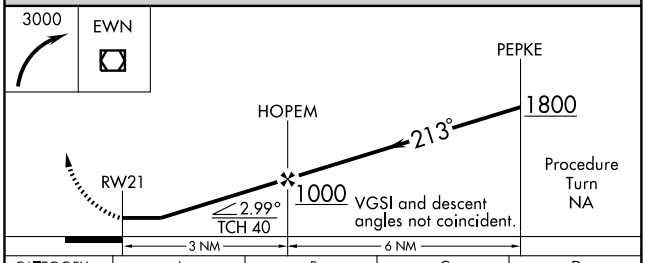
If local altimeter setting not received, use Cherry Point MCAS altimeter setting and increase all MDAs 40 feet. GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA. NOTE: ATC clearance required to penetrate R-5306A and R-5306C. Circling NA at night to Rwys 3, 8 and 32.

MISSED APPROACH: Climbing right turn to 3000 direct EWN VOR/DME and hold.

ASOS	MARINE CHERRY POINT APP CON	CHERRY POINT CLNC DEL	UNICOM
135.375	124.1 268.7	125.65	122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	400-1 390 (400-1)			400-1¼ 390 (400-1¼)
CIRCLING	540-1 529 (600-1)		540-1½ 529 (600-1½)	580-2 569 (600-2)

REIL Rwys 3 and 21 L
MIRL Rwys 3-21 and 8-26 L

SE-2, 22 OCT 2009 to 19 NOV 2009

APP CRS	Rwy Idg	4249
256°	TDZE	8
	Apt Elev	11

RNAV (GPS) RWY 26

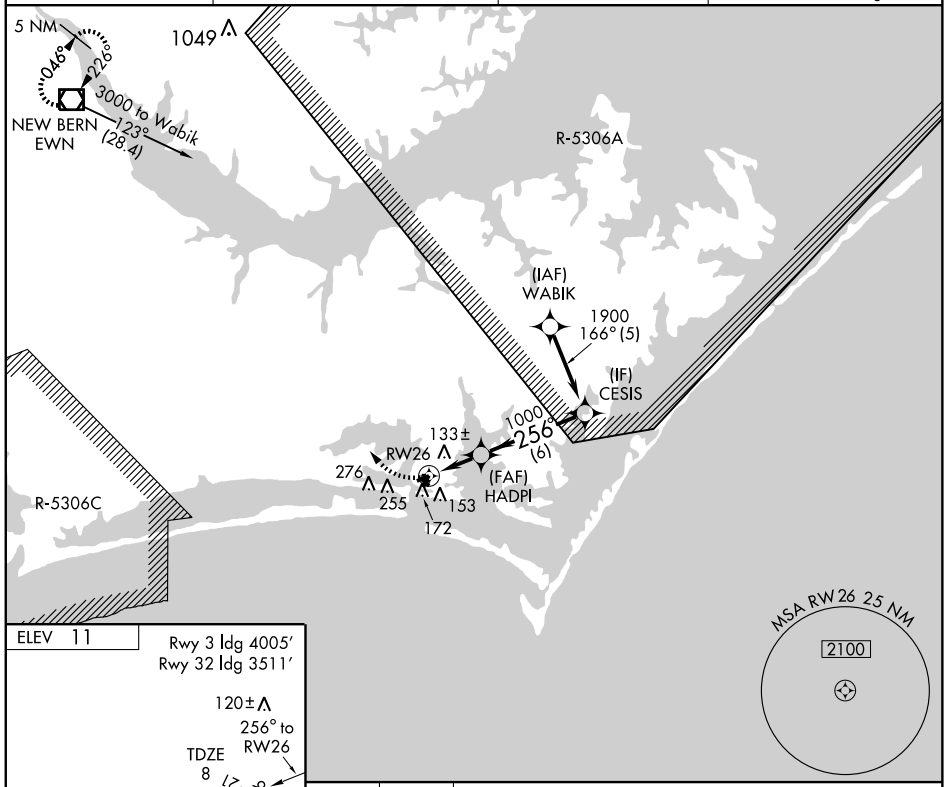
BEAUFORT/MICHAEL J. SMITH FIELD (MRH)

T NA

If local altimeter setting not received, use Cherry Point MCAS altimeter setting and increase all MDAs 40 feet. GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA. NOTE: ATC clearance required to penetrate R-5306A and R-5306C. Circling NA at night to Rwys 3, 8 and 32. VDP NA with Cherry Point MCAS altimeter setting.

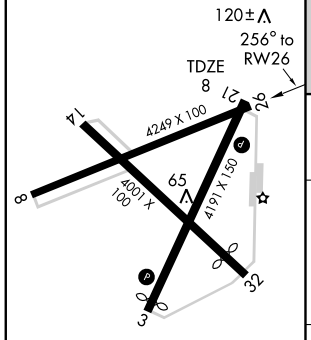
MISSED APPROACH: Climbing right turn to 3000 direct EWN VOR/DME and hold.

ASOS	MARINE CHERRY POINT APP CON	CHERRY POINT CLNC DEL	UNICOM
135.375	124.1 268.7	125.65	122.8 (CTAF) L

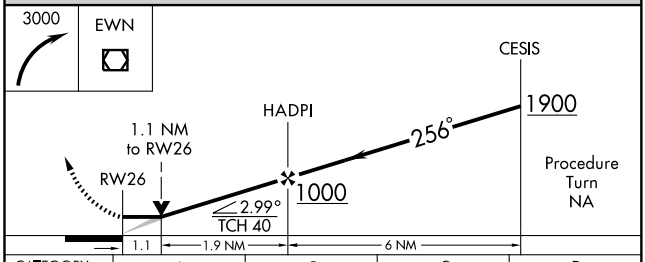


ELEV 11

Rwy 3 ldg 4005′
Rwy 32 ldg 3511′



REIL Rwys 3 and 21 L
MIRL Rwys 3-21 and 8-26 L



CATEGORY	A	B	C	D
LNAV MDA	400-1 392 (400-1)			400-1¼ 392 (400-1¼)
CIRCLING	540-1 529 (600-1)		540-1½ 529 (600-1½)	580-2 569 (600-2)

SE-2, 22 OCT 2009 to 19 NOV 2009

BEAUFORT, NORTH CAROLINA AL-5095 (FAA)

APP CRS	Rwy Idg	3511
321°	TDZE	10
	Apt Elev	11

RNAV (GPS) RWY 32

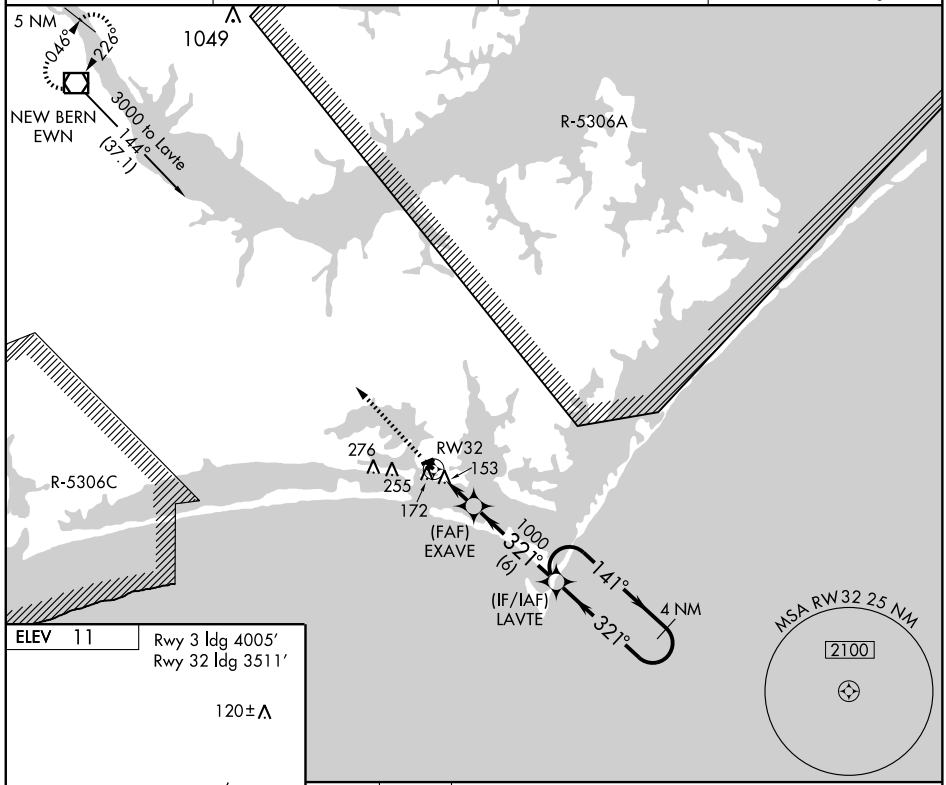
BEAUFORT/MICHAEL J. SMITH FIELD (MRH)

If local altimeter setting not received, use Cherry Point MCAS altimeter setting and increase all MDAs 40 feet. GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA. NOTE: ATC clearance required to penetrate R-5306A and R-5306C. Circling NA at night to Rwys 3, 8 and 32. VDP NA with Cherry Point MCAS altimeter setting. Straight-in minimums NA at night.

NA

MISSED APPROACH: Climb to 3000 direct EWN VOR/DME and hold.

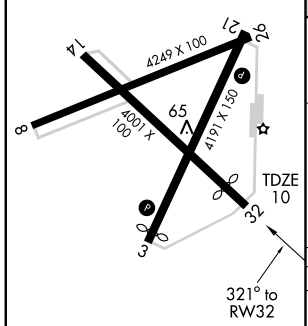
ASOS	MARINE CHERRY POINT APP CON	CHERRY POINT CLNC DEL	UNICOM
135.375	124.1 268.7	125.65	122.8 (CTAF) L



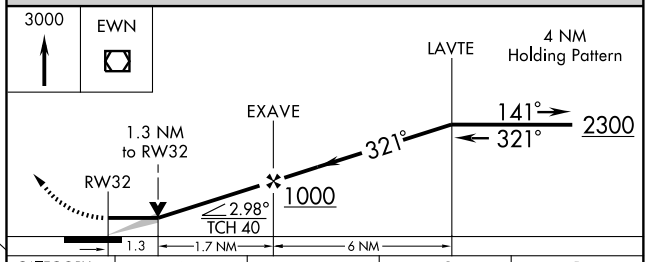
ELEV 11

Rwy 3 ldg 4005′
Rwy 32 ldg 3511′

120±



REIL Rwys 3 and 21 L
MIRL Rwys 3-21 and 8-26 L



CATEGORY	A	B	C	D
LNAV MDA	480-1	470 (500-1)	480-1¼ 470 (500-1¼)	480-1½ 470 (500-1½)
CIRCLING	540-1	529 (600-1)	540-1½ 529 (600-1½)	580-2 569 (600-2)

SE-2. 22 OCT 2009 to 19 NOV 2009

APP CRS	Rwy Idg	4999
240°	TDZE	609
	Apt Elev	616

GPS RWY 24

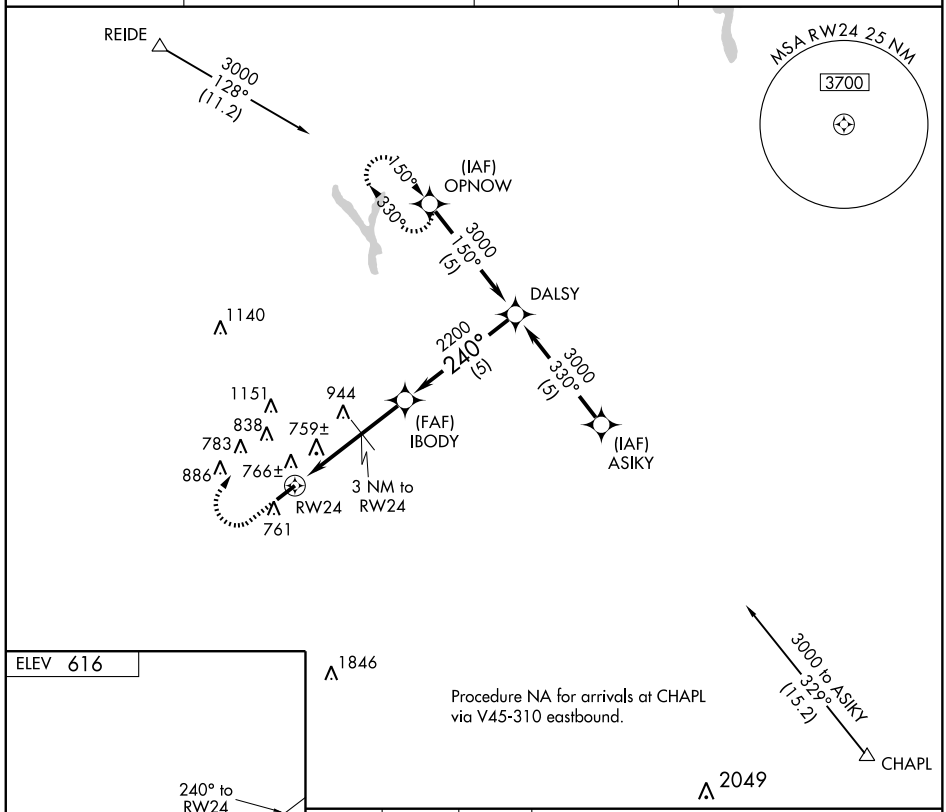
BURLINGTON-ALAMANCE RGNL (BUY)

NA

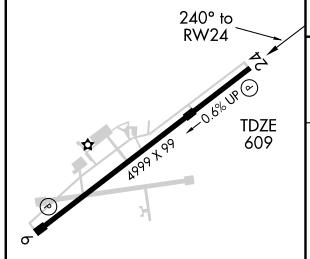
Visibility reduction by helicopters NA.

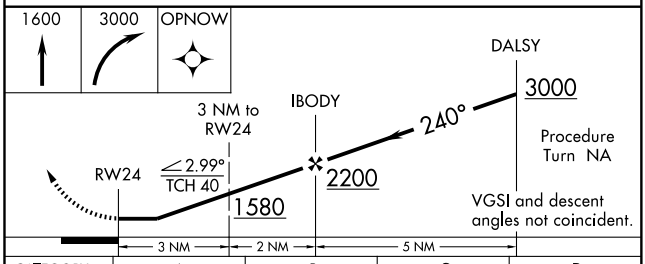
MISSED APPROACH: Climb to 1600 then climbing right turn to 3000 direct OPNOW WP and hold.

ASOS	GREENSBORO APP CON	CLNC DEL	UNICOM
135.325	118.5 327.075	120.25	122.975 (CTAF) L



ELEV 616





CATEGORY	A	B	C	D
S-24	1020-1 411 (500-1)		1020-1¼ 411 (500-1¼)	
CIRCLING	1100-1 484 (500-1)		1100-1½ 484 (500-1½)	1300-2¼ 684 (700-2¼)

HIRL Rwy 6-24 L
REIL Rwys 6 and 24 L

SE-2, 22 OCT 2009 to 19 NOV 2009

LOC I-HBJ	APP CRS	Rwy Idg	4999
111.35	060°	TDZE	616
		Apt Elev	616

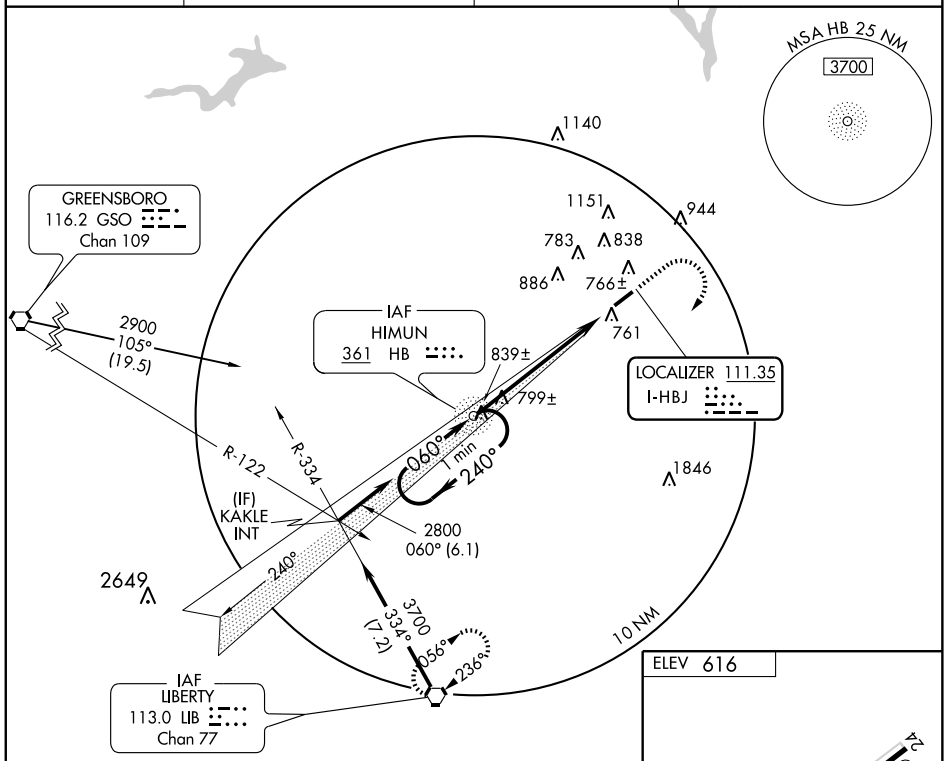
ILS or LOC/NDB RWY 6

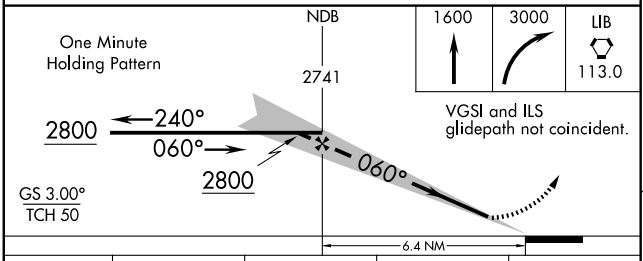
BURLINGTON-ALAMANCE RGNL (BUY)

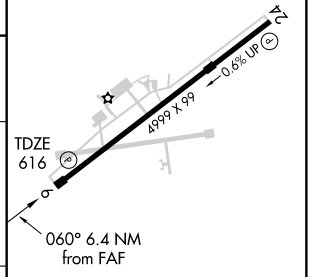
When local altimeter setting not received, use Greensboro altimeter setting and increase S-ILS 6 DA 96 feet and all MDA 100 feet and S-ILS 6 all Cats., S-LOC 6 Cat. C/D, and Circling Cat. D visibilities ¼ mile.

MISSED APPROACH: Climb to 1600 then climbing right turn to 3000 direct LIB VORTAC and hold.

ASOS	GREENSBORO APP CON	CLNC DEL	UNICOM
135.325	118.5 327.075	120.25	122.975 (CTAF)







CATEGORY	A	B	C	D
S-ILS 6	816-¾ 200 (200-¾)			
S-LOC 6	1080-1 464 (500-1)		1080-1¼ 464 (500-1¼)	1080-1½ 464 (500-1½)
CIRCLING	1100-1 484 (500-1)		1100-1½ 484 (500-1½)	1300-2¼ 684 (700-2¼)

HIRL Rwy 6-24 (L)
REIL Rwys 6 and 24 (L)

FAF to MAP 6.4 NM

Knots	60	90	120	150	180
Min:Sec	6:24	4:16	3:12	2:34	2:08

SE-2, 22 OCT 2009 to 19 NOV 2009

WAAS CH 42911 W06A	APP CRS 060°	Rwy Idg 4999 TDZE 616 Apt Elev 616

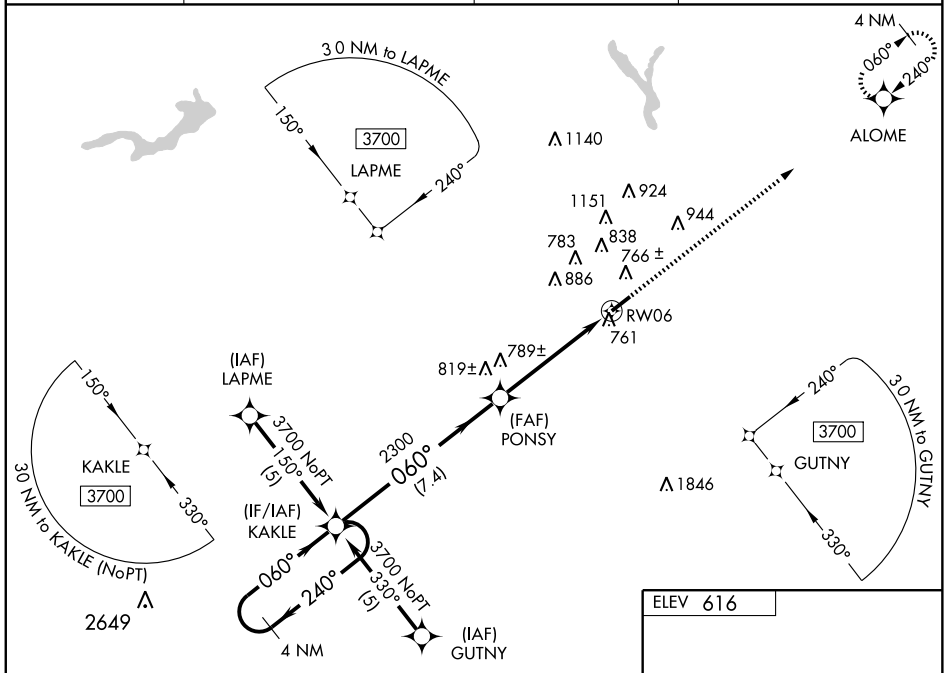
RNAV (GPS) RWY 6

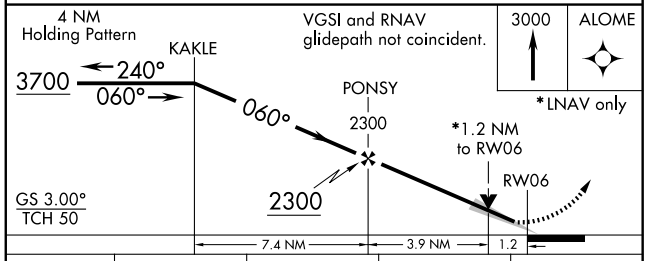
BURLINGTON-ALAMANCE RGNL (BUY)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP -0.3 NA. When local altimeter setting not received, Use Greensboro altimeter setting and increase all DA 96 feet and all MDA 100 feet and LPV all Cats., LNAV/VNAV all Cats., LNAV Cat. C, and Circling Cat. D visibilities ¼ mile and LNAV Cat. D visibility ½ mile. Baro-VNAV and VDP NA when using Greensboro alitmeter setting.

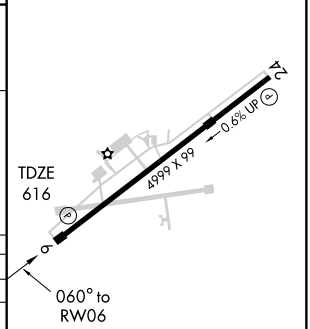
MISSED APPROACH: Climb to 3000 direct ALOME and hold.

ASOS	GREENSBORO APP CON	CLNC DEL	UNICOM
135.325	118.5 327.075	120.25	122.975 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	816-¾ 200 (200-¾)			
LNAV/ VNAV DA	1031-1½ 415 (500-1½)			
LNAV MDA	1040-1 424 (500-1)		1040-1¼ 424 (500-1¼)	
CIRCLING	1100-1 484 (500-1)		1100-1½ 484 (500-1½)	1300-2¼ 684 (700-2¼)



HIRL Rwy 6-24 L
REIL Rwys 6 and 24 L

SE-2, 22 OCT 2009 to 19 NOV 2009

VORTAC LIB	APP CRS	Rwy Idg	N/A
113.0	209°	TDZE	N/A
Chan 77		Apt Elev	617

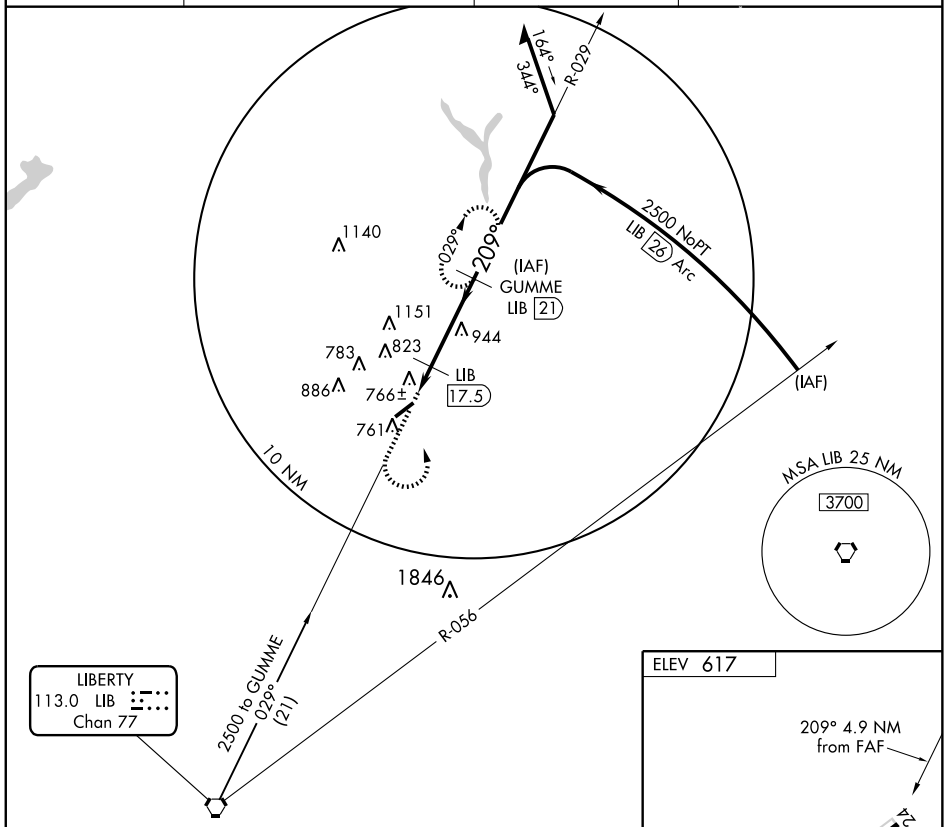
VOR/DME-A

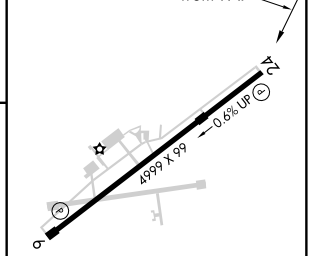
BURLINGTON-ALAMANCE RGNL (BUY)

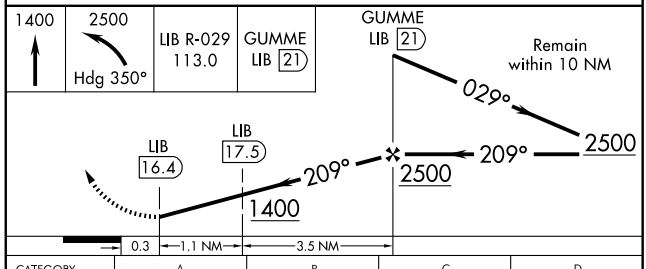
T
NA

MISSED APPROACH: Climb to 1400 then climbing left turn to 2500 via heading 350° and LIB R-029 to GUMME/21 DME and hold.

ASOS	GREENSBORO APP CON	CLNC DEL	UNICOM
135.325	118.5 327.075	120.25	122.975 (CTAF) L







CATEGORY	A	B	C	D
CIRCLING	1120-1 503 (600-1)		1120-1½ 503 (600-1½)	1300-2¼ 683 (700-2¼)

HIRL Rwy 6-24 L
REIL Rwys 6 and 24 L

SE-2, 22 OCT 2009 to 19 NOV 2009

NDB or GPS RWY 11

MACKALL AAF (HFF)

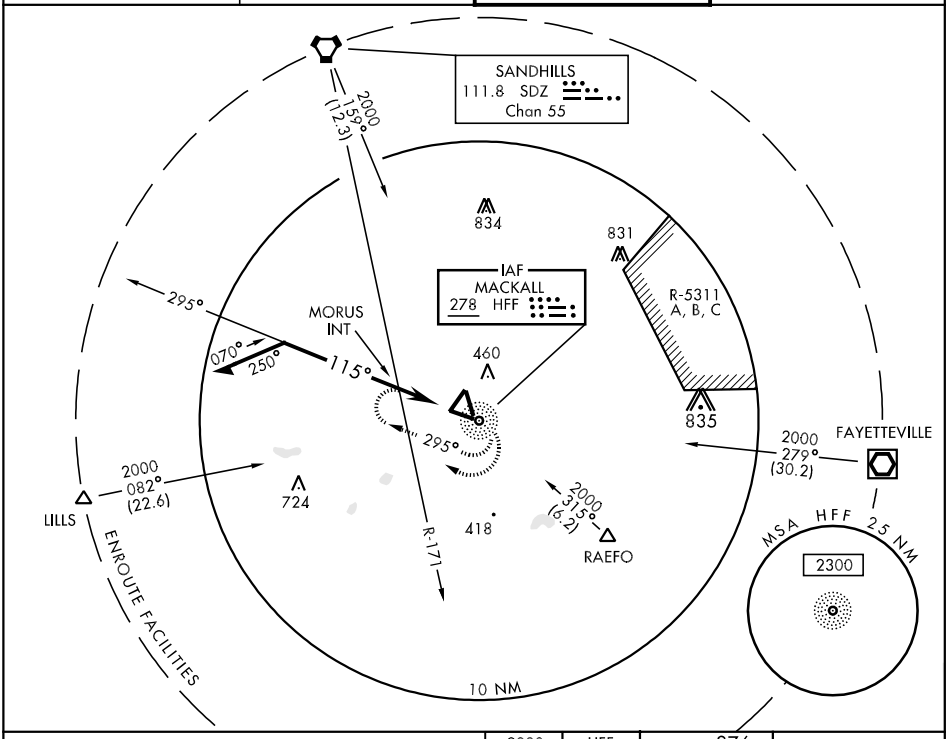
NDB HFF 278	APCH CRS 115°	Rwy ldg 4239 TDZE 375 Arpt Elev 376

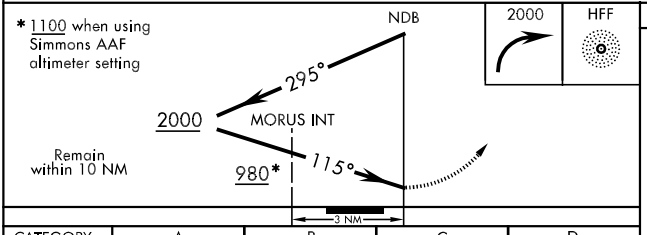
AL-6315 [USA]

NA Procedure not authorized at night when tower closed. When local altimeter setting not available, use SIMMONS AAF altimeter setting and increase all MDA's 120 feet.

MISSED APPROACH: Climbing right turn to 2000 in HFF NDB holding pattern.

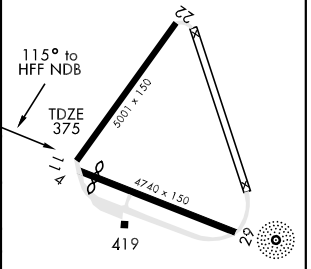
ATIS	FAYETTEVILLE APP CON	MACKALL TOWER ★	GND CON
141.4	127.8 343.725	121.0 254.4	41.75 251.05





ELEV 376

Rwy 11 ldg 4239'

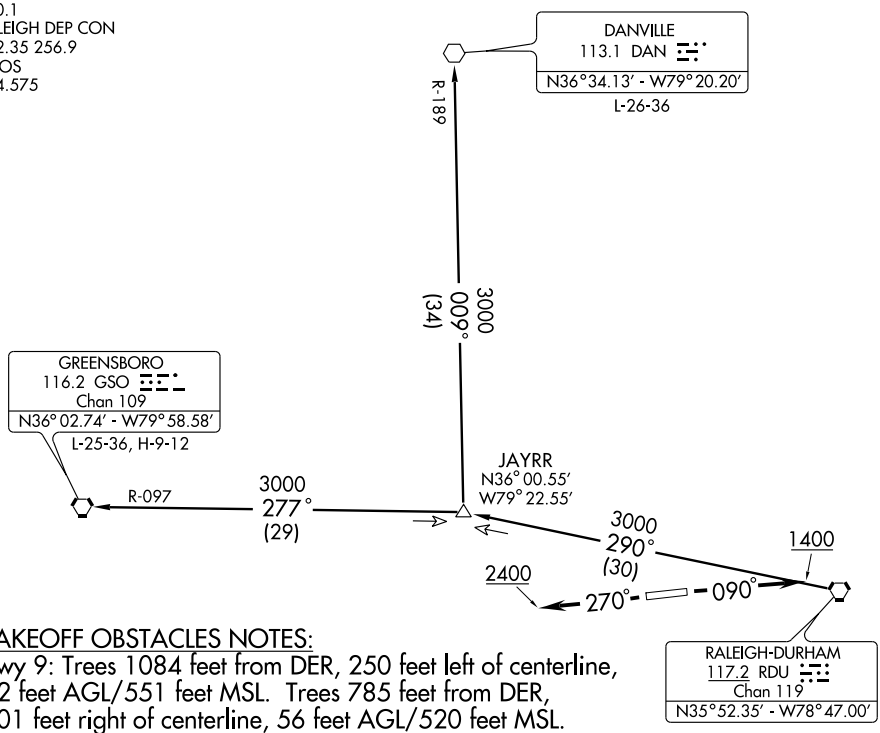


CATEGORY	A	B	C	D
S-11	980-1	605 (700-1)	980-1¾ 605 (700-1¾)	980-2 605 (700-2)
CIRCLING	980-1	604 (700-1)	980-1¾ 604 (700-1¾)	980-2 604 (700-2)
NDB/VOR MINIMUMS				
S-11	860-1	485 (500-1)	860-1¼ 485 (500-1¼)	860-1½ 485 (500-1½)
CIRCLING	860-1	484 (500-1)	860-1½ 484 (500-1½)	940-2 564 (600-2)

SE-2, 22 OCT 2009 to 19 NOV 2009

BLUE DEVIL FOUR DEPARTURE

RALEIGH CLNC DEL
120.1
RALEIGH DEP CON
132.35 256.9
ASOS
134.575



TAKEOFF OBSTACLES NOTES:
Rwy 9: Trees 1084 feet from DER, 250 feet left of centerline, 82 feet AGL/551 feet MSL. Trees 785 feet from DER, 401 feet right of centerline, 56 feet AGL/520 feet MSL.
Rwy 27: Trees 200 feet from DER, 240 feet left of centerline, 43 feet AGL/542 feet MSL.

NOTE: Turbojets not authorized.
NOTE: Radar Required.
NOTE: Chart not to scale.

TAKEOFF MINIMUMS:
Rwys 9, 27, STANDARD

DEPARTURE ROUTE DESCRIPTION

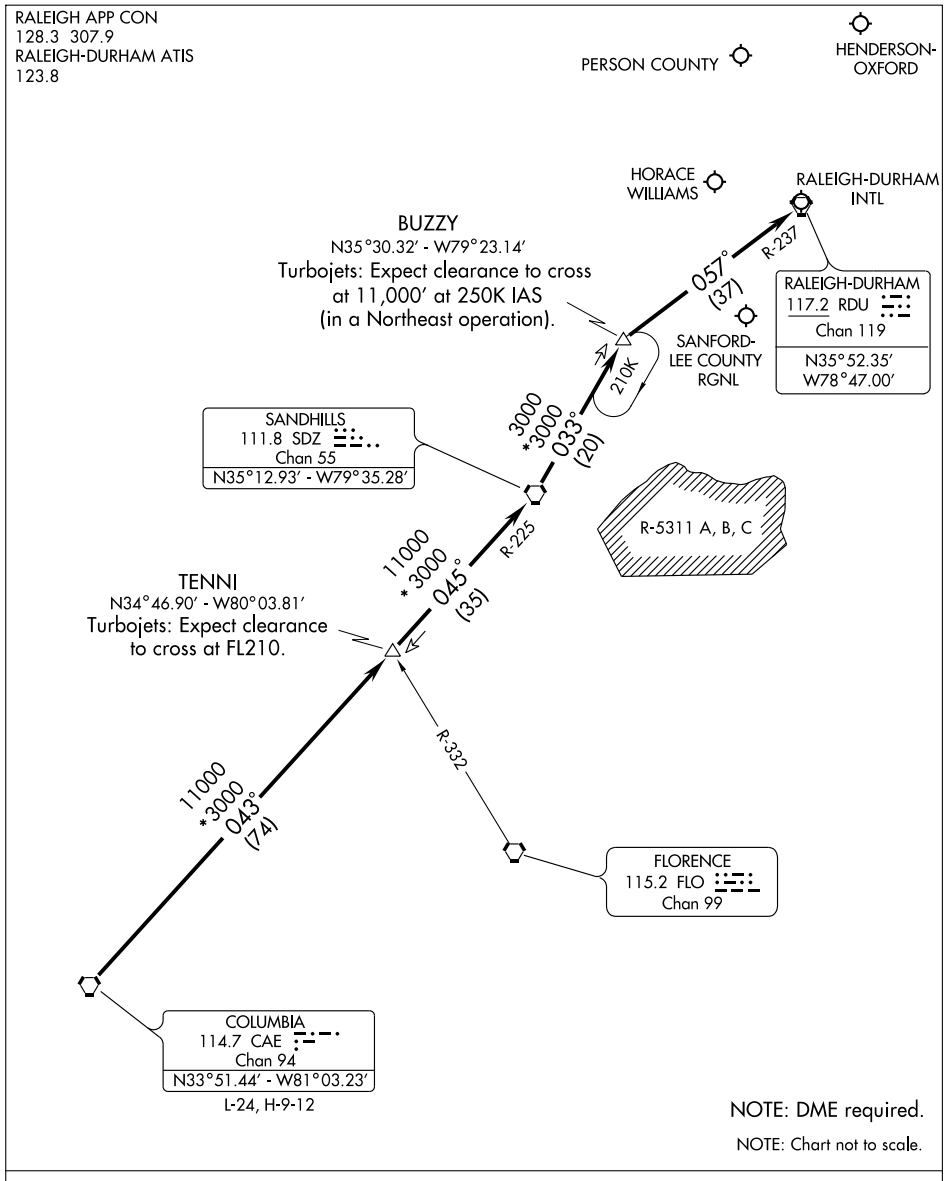
TAKE-OFF RWY 9: Climb heading 090° to 1400, thence....
TAKE-OFF RWY 27: Climb heading 270° to 2400, thence....
....or as assigned for vectors to assigned transition. Expect clearance to filed altitude/flight level ten minutes after departure.

DANVILLE TRANSITION (BLUUE4.DAN): From over RDU VORTAC via RDU R-290 to JAYRR INT then via DAN R-189 to DAN VOR.
GREENSBORO TRANSITION (BLUUE4.GSO): From over RDU VORTAC via RDU R-290 to JAYRR INT then via GSO R-097 to GSO VORTAC.

SE-2, 22 OCT 2009 to 19 NOV 2009

BUZZY SIX ARRIVAL (BUZZY.BUZZY6)

RALEIGH/DURHAM, NORTH CAROLINA



From over Columbia (CAE) via CAE R-043 and Sandhills (SDZ) R-225 to SDZ. Thence via SDZ R-033 to BUZZY INT. Thence via Raleigh-Durham (RDU) R-237 to RDU. Expect radar vectors to final approach course after BUZZY INT.

SE-2, 22 OCT 2009 to 19 NOV 2009

APP CRS		
090°	Rwy Idg	4005
	TDZE	512
	Apt Elev	512

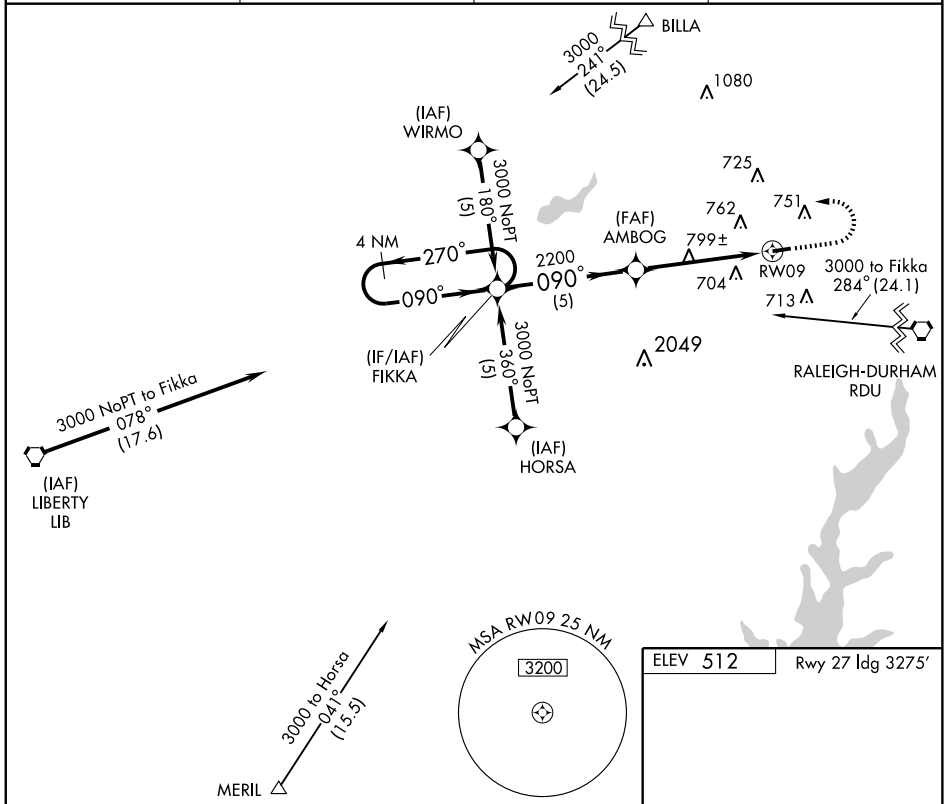
RNAV (GPS) RWY 9

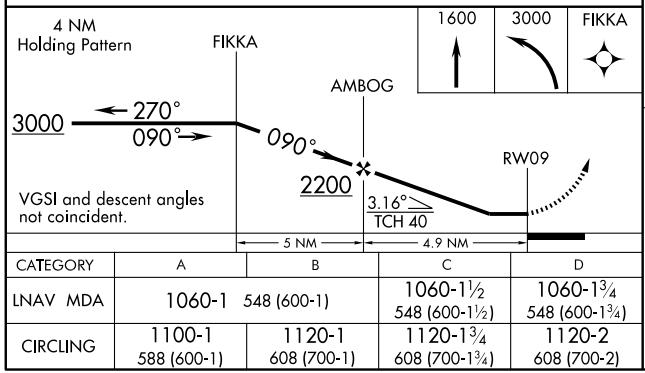
CHAPEL HILL/ HORACE WILLIAMS (IGX)

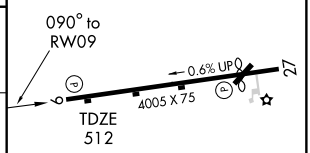
GPS or RNP-0.3 Required.
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 1600 then climbing left turn to 3000 direct FIKKA WP and hold.

ASOS	RALEIGH APP CON	CLNC DEL	UNICOM
134.575	132.35 256.9	126.5	123.0 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	1060-1 548 (600-1)		1060-1½ 548 (600-1½)	1060-1¾ 548 (600-1¾)
CIRCLING	1100-1 588 (600-1)	1120-1 608 (700-1)	1120-1¾ 608 (700-1¾)	1120-2 608 (700-2)

MIRL Rwy 9-27 L
REIL Rwys 9 and 27 L

SE-2, 22 OCT 2009 to 19 NOV 2009

APP CRS		
270°	Rwy ldg	3275
	TDZE	510
	Apt Elev	512

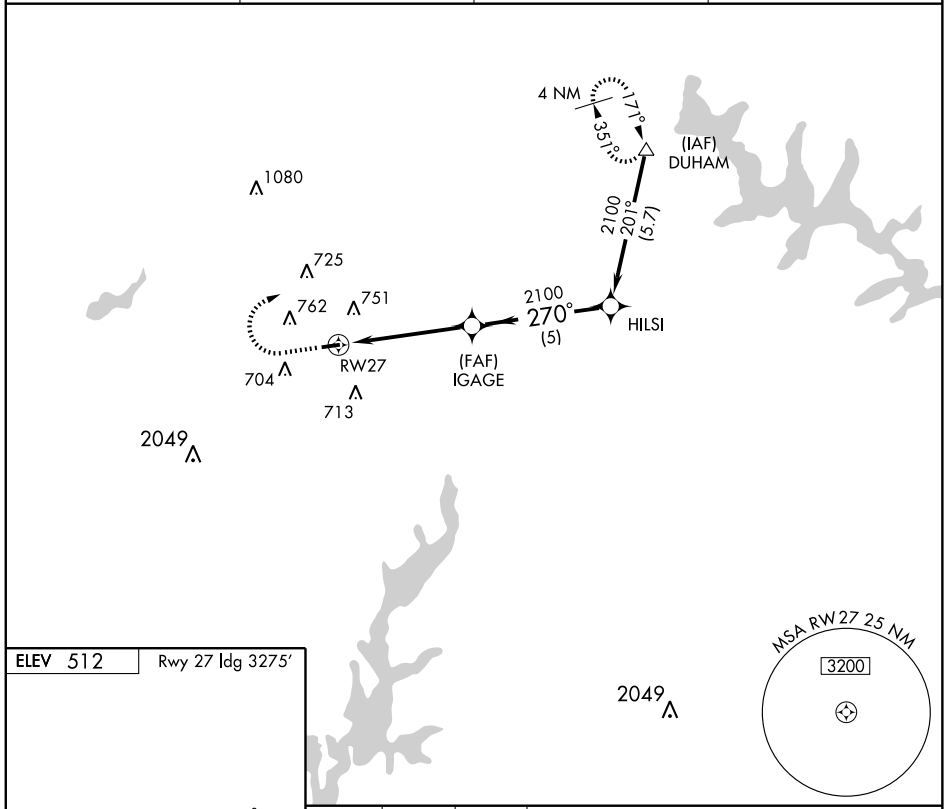
RNAV (GPS) RWY 27

CHAPEL HILL/HORACE WILLIAMS (IGX)

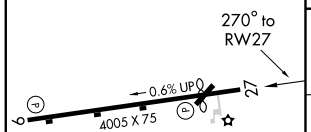
GPS or RNP-0.3 Required.
DME/DME RNP-0.3 NA.

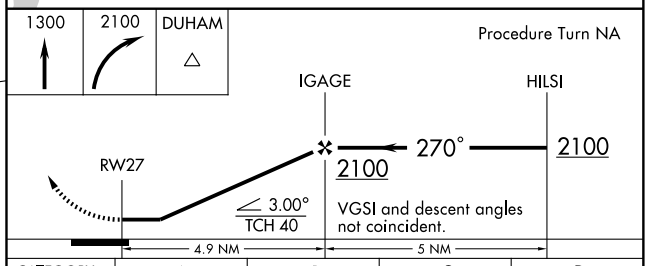
MISSED APPROACH: Climb to 1300 then climbing right turn to 2100 direct DUHAM WP and hold.

ASOS	RALEIGH APP CON	CLNC DEL	UNICOM
134.575	132.35 256.9	126.5	123.0 (CTAF) L



ELEV 512 | Rwy 27 ldg 3275′



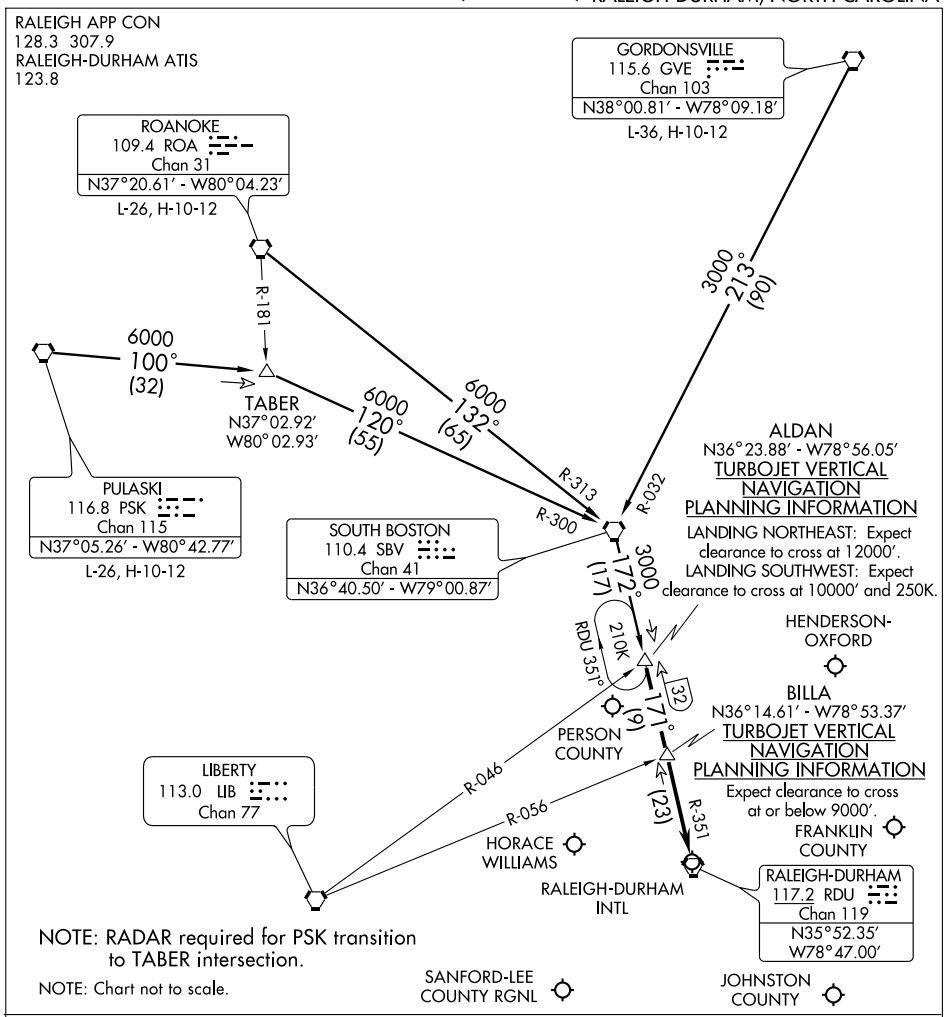


CATEGORY	A	B	C	D
LNAV MDA	920-1 410 (500-1)		920-1¼ 410 (500-1¼)	
CIRCLING	1100-1 588 (600-1)	1120-1 608 (700-1)	1120-1¾ 608 (700-1¾)	1120-2 608 (700-2)

MIRL Rwy 9-27 L
REIL Rwys 9 and 27 L

SE-2, 22 OCT 2009 to 19 NOV 2009

SOUTH BOSTON FOUR ARRIVAL (SBV.SBV4) RALEIGH-DURHAM, NORTH CAROLINA



GORDONSVILLE TRANSITION (GVE.SBV4): From over GVE VORTAC via GVE R-213 and SBV R-032 to SBV VORTAC, then via SBV R-172 to ALDAN INT. Thence. . . .

PULASKI TRANSITION (PSK.SBV4): From over PSK VORTAC via PSK R-100 and SBV R-300 to SBV VORTAC, then via SBV R-172 to ALDAN INT. Thence. . . .

ROANOKE TRANSITION (ROA.SBV4): From over ROA VORTAC via ROA R-132 and SBV R-313 to SBV VORTAC, then via SBV R-172 to ALDAN INT. Thence . . . .

. . . . From over ALDAN INT via RDU R-351 to BILLA INT, then via RDU R-351 to RDU VORTAC. For arrival to Raleigh-Durham Intl (RDU), Franklin County (LHZ), Horace Williams (IGX), Johnston County (JNX) and Sanford-Lee County Rgnl (TTA) airports: Expect radar vectors to final approach course after BILLA INT.

For arrival to Henderson-Oxford (HNZ) and Person County (TDF) airports: Expect radar vectors to final approach course after ALDAN INT.

SE-2, 22 OCT 2009 to 19 NOV 2009

VORTAC RDU	APP CRS	Rwy ldg	3275
117.2	290°	TDZE	510
Chan 119		Apt Elev	512

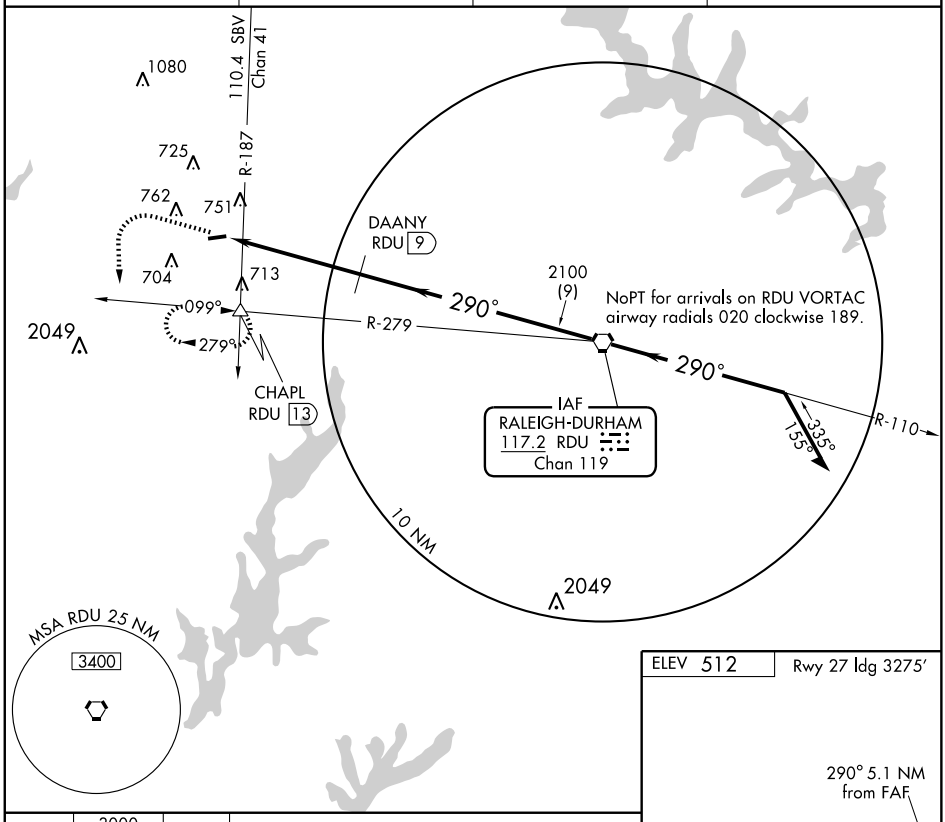
VOR/DME RWY 27

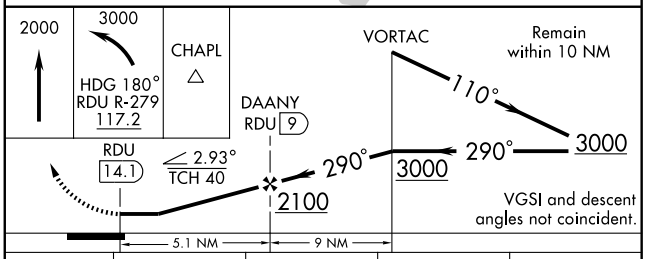
CHAPEL HILL/HORACE WILLIAMS (IGX)

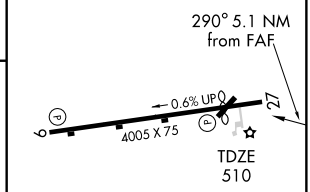
NA

MISSED APPROACH: Climb to 2000 then climbing left turn to 3000 via heading 180° and RDU R-279 to CHAPL Int/13 DME and hold.

ASOS	RALEIGH APP CON	CLNC DEL	UNICOM
134.575	132.35 256.9	126.5	123.0 (CTAF) L







CATEGORY	A	B	C	D
S-27	1060-1 550 (600-1)		1060-1½ 550 (600-1½)	1060-1¾ 550 (600-1¾)
CIRCLING	1100-1 588 (600-1)	1120-1 608 (700-1)	1120-1¾ 608 (700-1¾)	1120-2 608 (700-2)

MIRL Rwy 9-27 L
REIL Rwys 9 and 27 L

Knots	60	90	120	150	180
Min:Sec					

SE-2, 22 OCT 2009 to 19 NOV 2009

ADENA TWO ARRIVAL (RNAV)

(ADENA.ADENA2) 09127

ST-78 (FAA)

CHARLOTTE/DOUGLAS INTL
CHARLOTTE, NORTH CAROLINA

ARRIVAL ROUTE DESCRIPTION

ATLANTA TRANSITION (ATL.ADENA2):
COLLIERS TRANSITION (IRQ.ADENA2):
GREENWOOD TRANSITION (GRD.ADENA2):

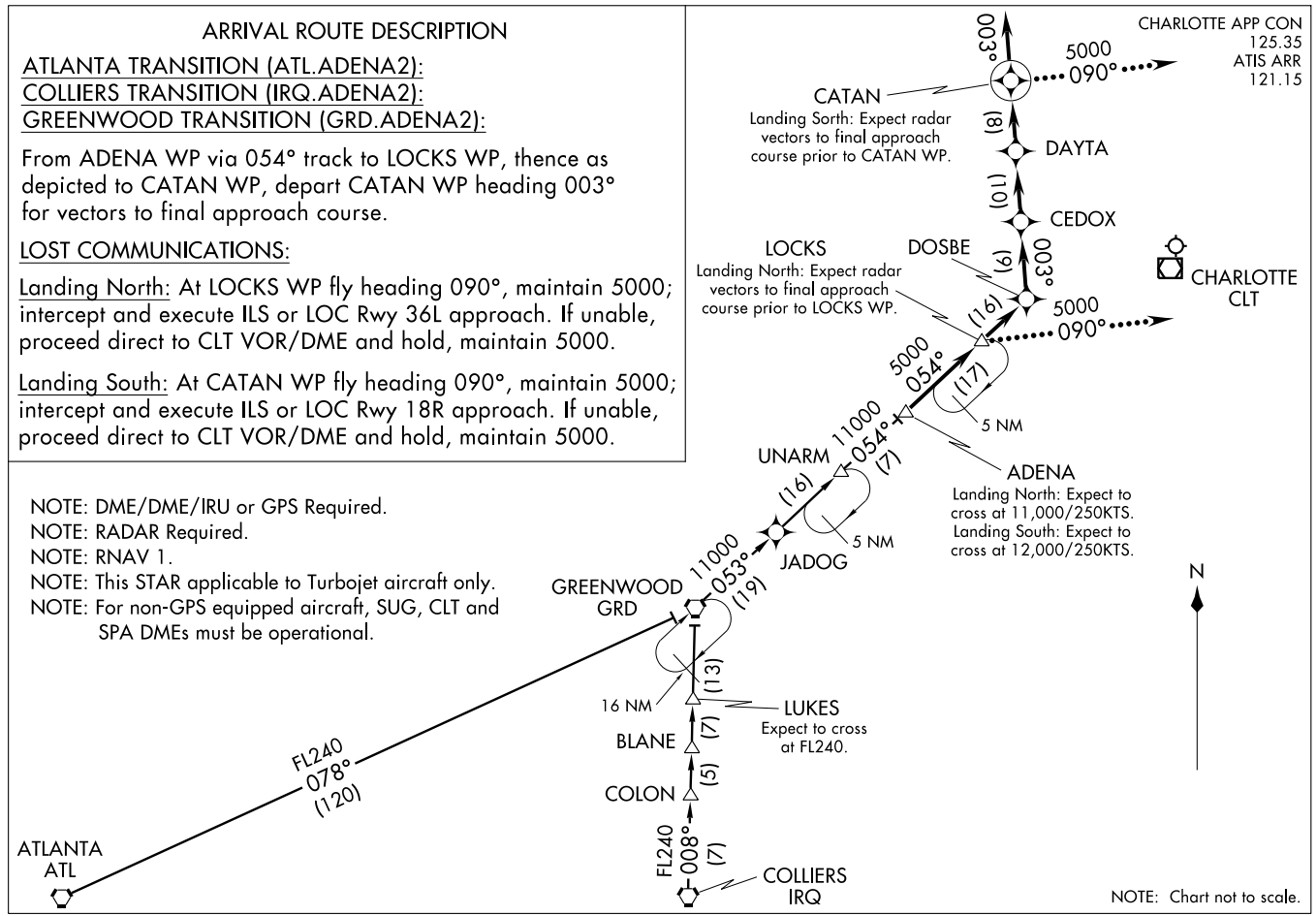
From ADENA WP via 054° track to LOCKS WP, thence as depicted to CATAN WP, depart CATAN WP heading 003° for vectors to final approach course.

LOST COMMUNICATIONS:

Landing North: At LOCKS WP fly heading 090°, maintain 5000; intercept and execute ILS or LOC Rwy 36L approach. If unable, proceed direct to CLT VOR/DME and hold, maintain 5000.

Landing South: At CATAN WP fly heading 090°, maintain 5000; intercept and execute ILS or LOC Rwy 18R approach. If unable, proceed direct to CLT VOR/DME and hold, maintain 5000.

NOTE: DME/DME/IRU or GPS Required.
NOTE: RADAR Required.
NOTE: RNAV 1.
NOTE: This STAR applicable to Turbojet aircraft only.
NOTE: For non-GPS equipped aircraft, SUG, CLT and SPA DMEs must be operational.



09239

AIRPORT DIAGRAM

AL-78 (FAA)

CHARLOTTE/DOUGLAS INTL (CLT)

CHARLOTTE, NORTH CAROLINA

ATIS ARR 121.15
DEP 132.1
CHARLOTTE TOWER
118.1 257.8 (Rwys 18L-36R, 5-23)
126.4 257.8 (Rwy 18C-36C)
GND CON
121.8 348.6 (180°-359°)
121.9 348.6 (360°-179°)
CLNC DEL
127.15 348.6

ASDE-X Surveillance system in use:
Pilots should operate transponders with
Mode C on all twys and rwys.

D

VAR 6.9° W

JANUARY 2005
ANNUAL RATE OF CHANGE
0.1°W

35°14′N

35°13′N

35°12′N

80°58′W

80°57′W

80°56′W

ELEV 742

18C

0.6% DOWN

182.9°

002.9°

0.4% UP

10000 X 150

ELEV 692

36C

CONTROL TOWER 910

AIR CARRIER TERMINAL

HARDSTAND

*RAMP MUSTERING SPOTS

7502 X 150

055.4°

0.5% UP

ELEV 706

HOT CARGO AREA

AIR CARGO

HOT 1

EMAS 255 X 170

ELEV 746

18L

182.9°

002.9°

0.3% UP

8676 X 150

ELEV 724

36R

FIELD ELEV 748

ELEV 747

235.4°

NC ANG

FIRE STATION

GENERAL AVIATION RAMP

U.S. CUSTOMS

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

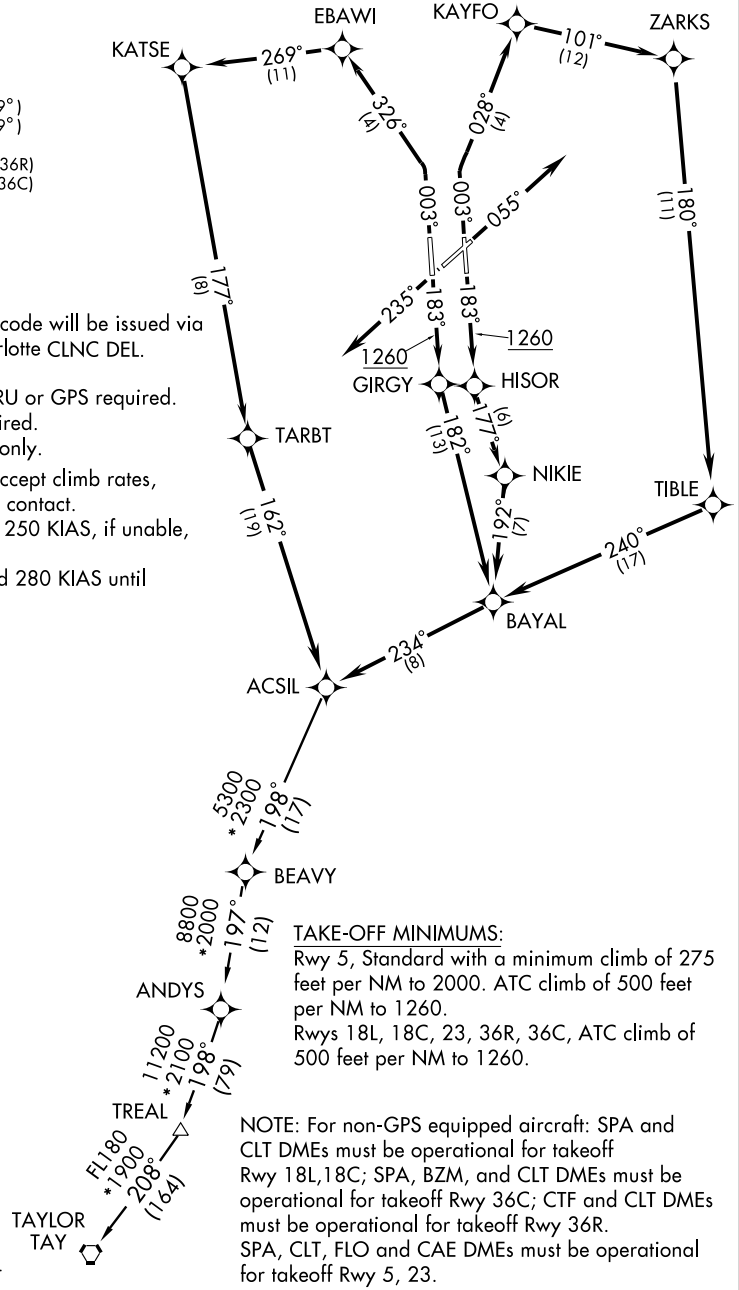
RWY 5-23
S200, D350, ST175, DT650
RWY 18L-36R
S140, D200, ST175, DT350, DDT650
RWY 18C-36C
S140, D200, ST175, DT350, DDT650

SE-2, 22 OCT 2009 to 19 NOV 2009

ANDYS FIVE DEPARTURE (RNAV)

ATIS DEP
132.1
CLNC DEL
127.15 348.6
GND CON
121.8 348.6 (180° - 359°)
121.9 348.6 (360° - 179°)
CHARLOTTE TOWER
118.1 257.8 (Rwys 18L-36R)
126.4 257.8 (Rwy 18C-36C)
CHARLOTTE DEP CON
124.0 307.8

NOTE: Transponder code will be issued via PDC or Charlotte CLNC DEL.
NOTE: RNAV 1.
NOTE: DME/DME/IRU or GPS required.
NOTE: RADAR Required.
NOTE: For turbojets only.
NOTE: If unable to accept climb rates, advise ATC on initial contact.
NOTE: Accelerate to 250 KIAS, if unable, advise ATC.
NOTE: Do not exceed 280 KIAS until advised by ATC.



NOTE: Chart not to scale.

TAKE-OFF MINIMUMS:
Rwy 5, Standard with a minimum climb of 275 feet per NM to 2000. ATC climb of 500 feet per NM to 1260.
Rwys 18L, 18C, 23, 36R, 36C, ATC climb of 500 feet per NM to 1260.

NOTE: For non-GPS equipped aircraft: SPA and CLT DMEs must be operational for takeoff Rwy 18L,18C; SPA, BZM, and CLT DMEs must be operational for takeoff Rwy 36C; CTF and CLT DMEs must be operational for takeoff Rwy 36R.
SPA, CLT, FLO and CAE DMEs must be operational for takeoff Rwy 5, 23.

(NARRATIVE ON FOLLOWING PAGE)

SE-2, 22 OCT 2009 to 19 NOV 2009

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 5: Climb heading 055° or as assigned by ATC, expect vectors to ACSIL, then via depicted route, thence....
TAKE-OFF RWY 18L: Climb heading 183° to 1260, then direct HISOR, then via depicted route to ACSIL, thence....
TAKE-OFF RWY 18C: Climb heading 183° to 1260, then direct GIRGY, then via depicted route to ACSIL, thence....
TAKE-OFF RWY 23: Climb heading 235° or as assigned by ATC, Expect vectors to ACSIL, then via depicted route. thence....
TAKE-OFF RWY 36R: Climb heading 003° to intercept the 028° course to KAYFO, then via depicted route to ACSIL, thence....
TAKE-OFF RWY 36C: Climb heading 003° to intercept the 326° course to EBAWI, then via 269° track to KATSE, then left turn via 177° track to TARBT, then via depicted route to ACSIL, thence....

....maintain 8000. Expect clearance to filed altitude within 10 minutes after departure.

TAYLOR TRANSITION (ANDYS5.TAY):

TAKE-OFF OBSTACLES:

NOTE: RWY 5: Multiple trees beginning 1031 feet from DER, 480 feet left of centerline, up to 127 feet AGL/856 feet MSL.
NOTE: RWY 18L: Tower and pole beginning 981 feet from DER, 708 feet left of centerline, up to 160 feet AGL/850 feet MSL. Multiple trees beginning 1235 feet from DER, 707 feet right of centerline, up to 48 feet AGL/767 feet MSL.
NOTE: RWY 18C: Multiple trees beginning 1688 feet from DER, 735 feet left of centerline, up to 108 feet AGL/787 feet MSL. Multiple trees beginning 3251 feet from DER, 995 feet right of centerline, up to 102 feet AGL/841 feet MSL.
NOTE: RWY 23: Multiple trees beginning 3493 feet from DER, 198 feet left of centerline, up to 99 feet AGL/818 feet MSL. Multiple trees beginning 1491 feet from DER, 603 feet right of centerline, up to 74 feet AGL/823 feet MSL.
NOTE: RWY 36C: Multiple trees beginning 1937 feet from DER, 725 feet left of centerline, up to 54 feet AGL/823 feet MSL. Multiple trees beginning 1420 feet from DER, 309 feet right of centerline, up to 104 feet AGL/823 feet MSL.
NOTE: RWY 36R: Pole and multiple trees beginning 921 feet from DER, 416 feet left of centerline, up to 94 feet AGL/853 feet MSL. Railroad, antenna, multiple poles and trees beginning 471 feet from DER, 93 feet right of centerline, up to 96 feet AGL/855 feet MSL.

SE-2, 22 OCT 2009 to 19 NOV 2009

ATIS DEP
132.1
CLNC DEL
127.15 348.6
CHARLOTTE TOWER
126.4 257.8 (Rwy 18C-36C)
118.1 257.8 (Rwys 18L-36R, 5-23)
GND CON
121.8 348.6 (180° - 359°)
121.9 348.6 (360° - 179°)
CHARLOTTE DEP CON
120.5 257.2

VOLUNTEER
116.4 VXV
Chan 111
N35° 54.29'-W83° 53.68'
L-25, H-9-12

HARRIS
109.8 HRS
Chan 35
N34° 56.58'-W83° 54.94'
L-25, H-9-12

CHOO CHOO
115.8 GQO
Chan 105
N34° 57.68'-W85° 09.20'
L-25, H-9-12

SPARTANBURG
115.7 SPA
Chan 104
N35° 02.02'-W81° 55.62'
L-24-25, H-9-12

ATHENS
109.6 AHN
Chan 33
N33° 56.86'-W83° 19.49'
L-18, H-9-12

HARAY
N35° 07.76'
W081° 45.69'

(25)
14000
*5700
270°
65

ZAVER
N35° 05.31'
W082° 16.01'

14000
*2900
270°
(40)

14000
*2600
255°
(45)

DEBIE
N34° 55.82'
W081° 48.53'

330°
025°
055°
235°
183°
183°
200°
CLT
1.6

CHARLOTTE
115.0 CLT
Chan 97
N35° 11.42'-W80° 57.11'

NOTE: Accelerate to 250 KIAS if unable advise ATC.
NOTE: Do not exceed 280 KIAS until advised by ATC.
NOTE: RADAR and DME Required.
NOTE: For turbojets only.
NOTE: Transponder code will be issued via PDC or Charlotte Clearance Delivery.

N

TAKEOFF MINIMUMS:
RWY 5,18L, 18C, 23, 36R, 36C: STANDARD.

NOTE: Chart not to scale.

(NARRATIVE CONTINUED ON FOLLOWING PAGE)

(BOB2.BOB) 09015
BOBCAT TWO DEPARTURE
SL-78 (FAA)
CHARLOTTE/DOUGLAS INTL (CLT)
CHARLOTTE, NORTH CAROLINA

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 5: Climb heading 055°. Thence....
TAKEOFF RWY 18L: Climb heading 183°. Thence....
TAKEOFF RWY 18C: Climb heading 183° until passing CLT VOR/DME 1.6 DME, then turn right heading 200°. Thence....
TAKEOFF RWY 23: Climb heading 235°. Thence....
TAKEOFF RWY 36C: Climbing left turn heading 330°. Thence....
TAKEOFF RWY 36R: Climbing right turn heading 025°. Thence....

.... Expect radar vectors to intercept filed/assigned transition or enroute fix/navaid. Maintain 8000. Expect filed altitude/flight level 10 minutes after departure.

DEBIE TRANSITION (BOB2.DEBIE): From over CLT VOR/DME via CLT R-255 to DEBIE INT. Thence as filed.
HARAY TRANSITION (BOB2.HARAY): From over CLT VOR/DME via CLT R-270 to HARAY INT. Thence as filed.
ZAVER TRANSITION (BOB2.ZAVER): From over CLT VOR/DME via CLT R-270 to ZAVER INT. Thence as filed.

TAKEOFF OBSTACLE NOTES:

NOTE: RWY 5: Multiple trees beginning 1031 feet from DER, 480 feet left of centerline, up to 127 feet AGL/856 feet MSL.
NOTE: RWY 18L: Tower and pole beginning 981 feet from DER, 708 feet left of centerline, up to 160 feet AGL/850 feet MSL. Multiple trees beginning 1235 feet from DER, 707 feet right of centerline, up to 48 feet AGL/767 feet MSL.
NOTE: RWY 18C: Multiple trees beginning 1688 feet from DER, 735 feet left of centerline, up to 108 feet AGL/787 feet MSL. Multiple trees beginning 3251 feet from DER, 995 feet right of centerline, up to 102 feet AGL/841 feet MSL.
NOTE: RWY 23: Multiple trees beginning 3493 feet from DER, 198 feet left of centerline, up to 99 feet AGL/818 feet MSL. Multiple trees beginning 1491 feet from DER, 603 feet right of centerline, up to 74 feet AGL/823 feet MSL.
NOTE: RWY 36C: Multiple trees beginning 1937 feet from DER, 725 feet left of centerline, up to 54 feet AGL/823 feet MSL. Multiple trees beginning 1420 feet from DER, 309 feet right of centerline, up to 104 feet AGL/823 feet MSL.
NOTE: RWY 36R: Pole and multiple trees beginning 921 feet from DER, 416 feet left of centerline, up to 94 feet AGL/853 feet MSL. Railroad, antenna, multiple poles and trees beginning 471 feet from DER, 93 feet right of centerline, up to 96 feet AGL/855 feet MSL.

SE-2, 22 OCT 2009 to 19 NOV 2009

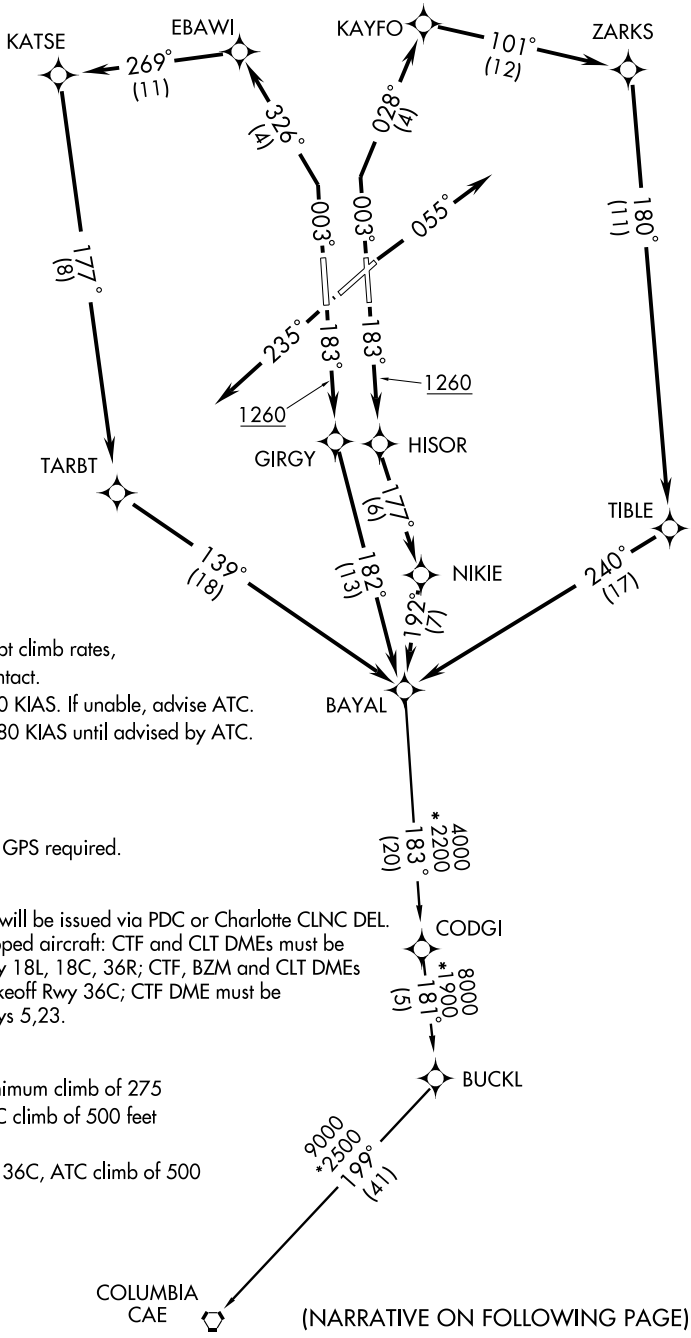
(BUCKL5.BUCKL) 09015

SL-78 (FAA)

CHARLOTTE/DOUGLAS INTL (CLT)
CHARLOTTE, NORTH CAROLINA

BUCKL FIVE DEPARTURE (RNAV)

ATIS DEP
132.1
CLNC DEL
127.15 348.6
GND CON
121.8 348.6 (180° - 359°)
121.9 348.6 (360° - 179°)
CHARLOTTE TOWER
118.1 257.8 (Rwys 18L-36R)
126.4 257.8 (Rwy 18C-36C)
CHARLOTTE DEP CON
124.0 307.8



NOTE: If unable to accept climb rates, advise ATC on initial contact.
NOTE: Accelerate to 250 KIAS. If unable, advise ATC.
NOTE: Do not exceed 280 KIAS until advised by ATC.

NOTE: RNAV 1.
NOTE: DME/DME/IRU or GPS required.
NOTE: RADAR Required.
NOTE: For Turbojets only.
NOTE: Transponder code will be issued via PDC or Charlotte CLNC DEL.
NOTE: For non-GPS equipped aircraft: CTF and CLT DMEs must be operational for takeoff Rwy 18L, 18C, 36R; CTF, BZM and CLT DMEs must be operational for takeoff Rwy 36C; CTF DME must be operational for takeoff Rwys 5,23.

TAKE-OFF MINIMUMS:

Rwy 5, Standard with minimum climb of 275 feet per NM to 2000. ATC climb of 500 feet per NM to 1260.
Rwys 18L, 18C, 23, 36R, 36C, ATC climb of 500 feet per NM to 1260.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

SE-2, 22 OCT 2009 to 19 NOV 2009

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 5: Climb heading 055° or as assigned by ATC. Expect vectors to BAYAL, then via depicted route, thence....
TAKE-OFF RWY 18L: Climb heading 183° to 1260, then direct HISOR, then via depicted route to BAYAL, thence....
TAKE-OFF RWY 18C: Climb heading 183° to 1260, then direct GIRGY, then via depicted route to BAYAL, thence....
TAKE-OFF RWY 23: Climb heading 235° or as assigned by ATC, expect vectors to BAYAL, then via depicted route, thence....
TAKE-OFF RWY 36R: Climb heading 003° to intercept the 028° course to KAYFO, then via depicted route to BAYAL, thence....
TAKE-OFF RWY 36C: Climb heading 003° to intercept the 326° course to EBAWI, then via 269° track to KATSE, then left turn via 177° track to TARBT, then via depicted route to BAYAL, thence....

....maintain 8000. Expect clearance to filed altitude within 10 minutes after departure.

COLUMBIA TRANSITION (BUCKL5.CAE):

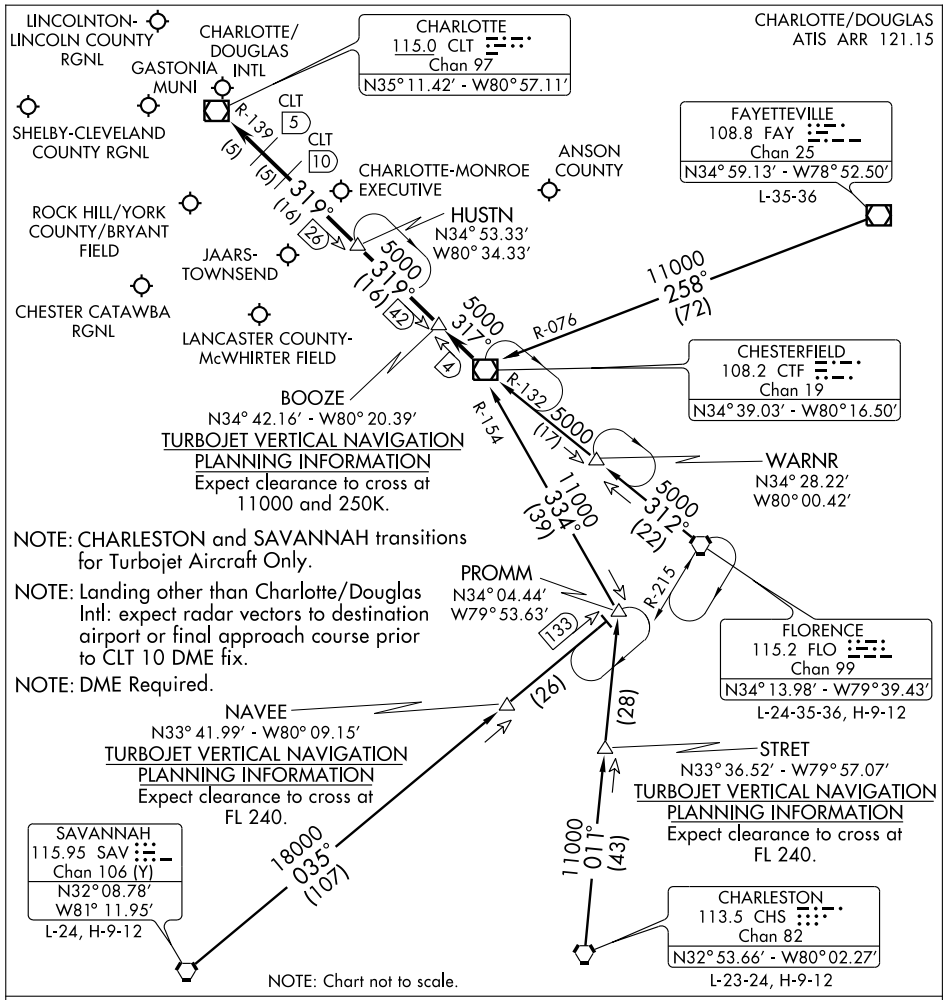
TAKE-OFF OBSTACLES:

NOTE: RWY 5: Multiple trees beginning 1031 feet from DER, 480 feet left of centerline, up to 127 feet AGL/856 feet MSL.
NOTE: RWY 18L: Tower and pole beginning 981 feet from DER, 708 feet left of centerline, up to 160 feet AGL/850 feet MSL. Multiple trees beginning 1235 feet from DER, 707 feet right of centerline, up to 48 feet AGL/767 feet MSL.
NOTE: RWY 18C: Multiple trees beginning 1688 feet from DER, 735 feet left of centerline, up to 108 feet AGL/787 feet MSL. Multiple trees beginning 3251 feet from DER, 995 feet right of centerline, up to 102 feet AGL/841 feet MSL.
NOTE: RWY 23: Multiple trees beginning 3493 feet from DER, 198 feet left of centerline, up to 99 feet AGL/818 feet MSL. Multiple trees beginning 1491 feet from DER, 603 feet right of centerline, up to 74 feet AGL/823 feet MSL.
NOTE: RWY 36C: Multiple trees beginning 1937 feet from DER, 725 feet left of centerline, up to 54 feet AGL/823 feet MSL. Multiple trees beginning 1420 feet from DER, 309 feet right of centerline, up to 104 feet AGL/823 feet MSL.
NOTE: RWY 36R: Pole and multiple trees beginning 921 feet from DER, 416 feet left of centerline, up to 94 feet AGL/853 feet MSL. Railroad, antenna, multiple poles and trees beginning 471 feet from DER, 93 feet right of centerline, up to 96 feet AGL/855 feet MSL.

SE-2, 22 OCT 2009 to 19 NOV 2009

CHESTERFIELD THREE ARRIVAL

CHARLOTTE, NORTH CAROLINA



CHARLESTON TRANSITION (CHS.CTF3): From over CHS VORTAC via CHS R-011 to PROMM INT then via CTF R-154 to CTF VOR/DME. Thence....

FAYETTEVILLE TRANSITION (FAY.CTF3): From over FAY VOR/DME via FAY R-258 and CTF R-076 to CTF VOR/DME. Thence....

FLORENCE TRANSITION (FLO.CTF3): From over FLO VORTAC via FLO R-312 and CTF R-132 to CTF VOR/DME. Thence....

SAVANNAH TRANSITION (SAV.CTF3): From over SAV VORTAC via SAV R-035 to PROMM INT then via CTF R-154 to CTF VOR/DME. Thence....

. . . .From over CTF VOR/DME via CTF R-317 to BOOZE, then via CLT R-139 to:

(LANDING NORTH) HUSTN INT: Expect radar vectors to final approach course.

(LANDING SOUTH) CLT VOR/DME: Expect radar vectors to final approach course prior to CLT 5 DME fix.

SE-2, 22 OCT 2009 to 19 NOV 2009

DEBIE FOUR DEPARTURE (RNAV)

SL-78 (FAA)

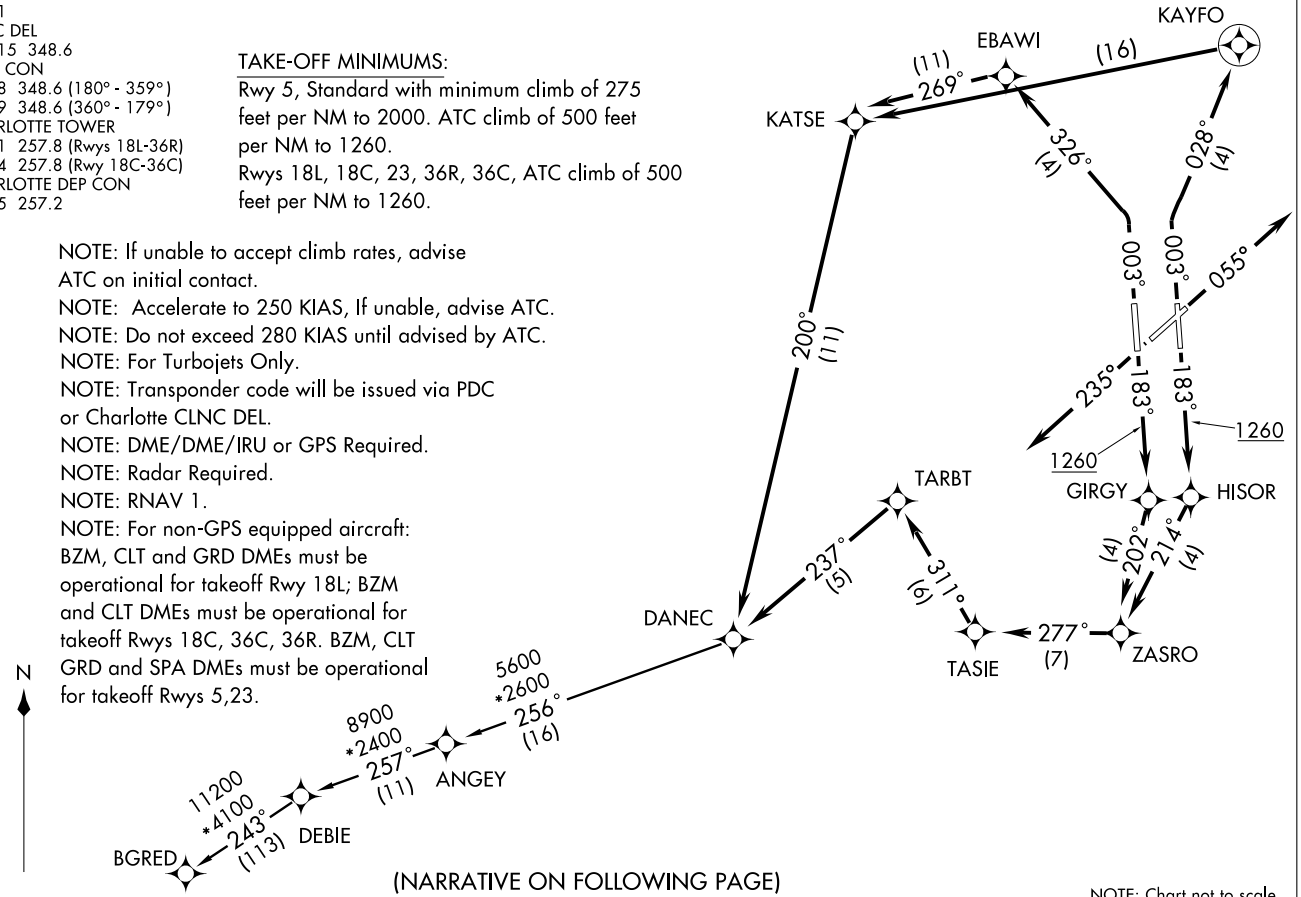
CHARLOTTE/DOUGLAS INTL (CLT)
CHARLOTTE, NORTH CAROLINA

ATIS DEP
132.1
CLNC DEL
127.15 348.6
GND CON
121.8 348.6 (180° - 359°)
121.9 348.6 (360° - 179°)
CHARLOTTE TOWER
118.1 257.8 (Rwys 18L-36R)
126.4 257.8 (Rwy 18C-36C)
CHARLOTTE DEP CON
120.5 257.2

TAKE-OFF MINIMUMS:

Rwy 5, Standard with minimum climb of 275 feet per NM to 2000. ATC climb of 500 feet per NM to 1260.
Rwys 18L, 18C, 23, 36R, 36C, ATC climb of 500 feet per NM to 1260.

NOTE: If unable to accept climb rates, advise ATC on initial contact.
NOTE: Accelerate to 250 KIAS, If unable, advise ATC.
NOTE: Do not exceed 280 KIAS until advised by ATC.
NOTE: For Turbojets Only.
NOTE: Transponder code will be issued via PDC or Charlotte CLNC DEL.
NOTE: DME/DME/IRU or GPS Required.
NOTE: Radar Required.
NOTE: RNAV 1.
NOTE: For non-GPS equipped aircraft: BZM, CLT and GRD DMEs must be operational for takeoff Rwy 18L; BZM and CLT DMEs must be operational for takeoff Rwys 18C, 36C, 36R. BZM, CLT GRD and SPA DMEs must be operational for takeoff Rwys 5,23.



(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 5: Climb heading 055° or as assigned by ATC, expect vectors to DANEC, then via depicted route, thence....
TAKE-OFF RWY 18L: Climb heading 183° to 1260, then direct HISOR, then via depicted route to DANEC, thence....
TAKE-OFF RWY 18C: Climb heading 183° to 1260, then direct GIRGY, then via depicted route to DANEC, thence....
TAKE-OFF RWY 23: Climb heading 235° or as assigned by ATC. Expect vectors to DANEC, then via depicted route, thence....
TAKE-OFF RWY 36C: Climb heading 003° to intercept the 326° course to EBAWI, then via depicted route to DANEC, thence....
TAKE-OFF RWY 36R: Climb heading 003° to intercept the 028° course to KAYFO, then left turn direct KATSE, , then via depicted route to DANEC, thence....

....maintain 8000. Expect clearance to filed altitude within 10 minutes after departure.

BGRED TRANSITION (DEBIE4.BGRED):

TAKE-OFF OBSTACLES:

NOTE: RWY 5: Multiple trees beginning 1031 feet from DER, 480 feet left of centerline, up to 127 feet AGL/856 feet MSL.
NOTE: RWY 18L: Tower and pole beginning 981 feet from DER, 708 feet left of centerline, up to 160 feet AGL/850 feet MSL. Multiple trees beginning 1235 feet from DER, 707 feet right of centerline, up to 48 feet AGL/767 feet MSL.
NOTE: RWY 18C: Multiple trees beginning 1688 feet from DER, 735 feet left of centerline, up to 108 feet AGL/787 feet MSL. Multiple trees beginning 3251 feet from DER, 995 feet right of centerline, up to 102 feet AGL/841 feet MSL.
NOTE: RWY 23: Multiple trees beginning 3493 feet from DER, 198 feet left of centerline, up to 99 feet AGL/818 feet MSL. Multiple trees beginning 1491 feet from DER, 603 feet right of centerline, up to 74 feet AGL/823 feet MSL.
NOTE: RWY 36C: Multiple trees beginning 1937 feet from DER, 725 feet left of centerline, up to 54 feet AGL/823 feet MSL. Multiple trees beginning 1420 feet from DER, 309 feet right of centerline, up to 104 feet AGL/823 feet MSL.
NOTE: RWY 36R: Pole and multiple trees beginning 921 feet from DER, 416 feet left of centerline, up to 94 feet AGL/853 feet MSL. Railroad, antenna, multiple poles and trees beginning 471 feet from DER, 93 feet right of centerline, up to 96 feet AGL/855 feet MSL.

SE-2, 22 OCT 2009 to 19 NOV 2009

ATIS DEP
132.1
CLNC DEL
127.15 348.6
GND CON
121.8 348.6 (180° - 359°)
121.9 348.6 (360° - 179°)
CHARLOTTE TOWER
118.1 257.8 (Rwys 18L-36R)
126.4 257.8 (Rwy 18C-36C)
CHARLOTTE DEP CON
120.5 257.2

TAKE-OFF MINIMUMS

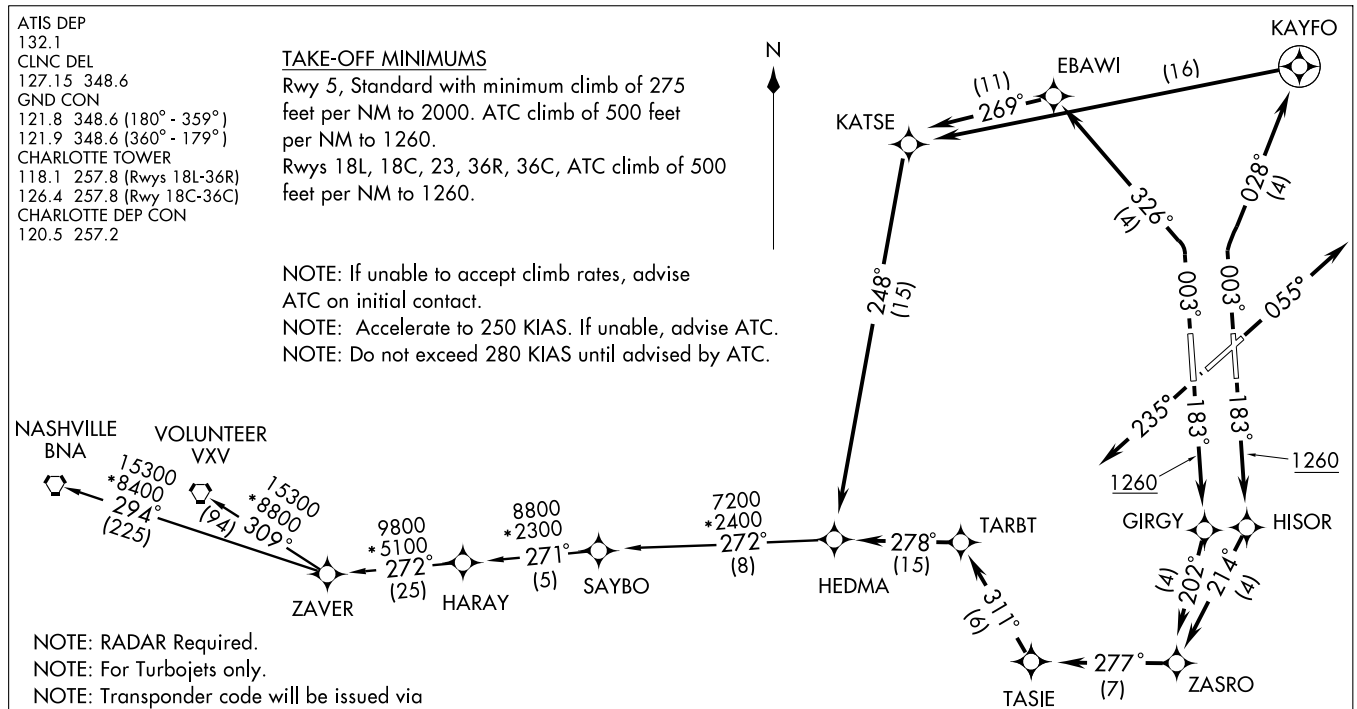
Rwy 5, Standard with minimum climb of 275 feet per NM to 2000. ATC climb of 500 feet per NM to 1260.

Rwys 18L, 18C, 23, 36R, 36C, ATC climb of 500 feet per NM to 1260.

NOTE: If unable to accept climb rates, advise ATC on initial contact.

NOTE: Accelerate to 250 KIAS. If unable, advise ATC.

NOTE: Do not exceed 280 KIAS until advised by ATC.



NOTE: RADAR Required.

NOTE: For Turbojets only.

NOTE: Transponder code will be issued via PDC or Charlotte CLNC DEL.

NOTE: DME/DME/IRU or GPS required.

NOTE: RNAV 1.

NOTE: For non-GPS equipped aircraft: BZM and CLT DMEs must be operational for takeoff Rwys 18L, 18C, 36R, 36C; BZM, SUG and SPA DMEs must be operational for takeoff Rwys 5, 23.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

(HARAY4.HARAY) 09015
HARAY FOUR DEPARTURE (RNAV)

SL-78 (FAA)

CHARLOTTE/DOUGLAS INTL (CLT)
CHARLOTTE, NORTH CAROLINA

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 5: Climb heading 055° or as assigned by ATC, expect vectors to HEDMA, then via depicted route, thence....
TAKE-OFF RWY 18L: Climb heading 183° to 1260, then direct HISOR, then via depicted route to HEDMA, thence....
TAKE-OFF RWY 18C: Climb heading 183° to 1260, then direct GIRGY, then via depicted route to HEDMA, thence....
TAKE-OFF RWY 23: Climb heading 235° or as assigned by ATC. Expect vectors to HEDMA, then via depicted route. Thence....
TAKE-OFF RWY 36R: Climb heading 003° to intercept the 028° course to KAYFO, then left turn direct KATSE, then via depicted route to HEDMA, thence....
TAKE-OFF RWY 36C: Climb heading 003° to intercept the 326° course to EBAWI, then via depicted route to HEDMA, thence....

....maintain 8000. Expect clearance to filed altitude within 10 minutes after departure.

NASHVILLE TRANSITION (HARAY4.BNA):
VOLUNTEER TRANSITION (HARAY4.VXV):

TAKE-OFF OBSTACLES:

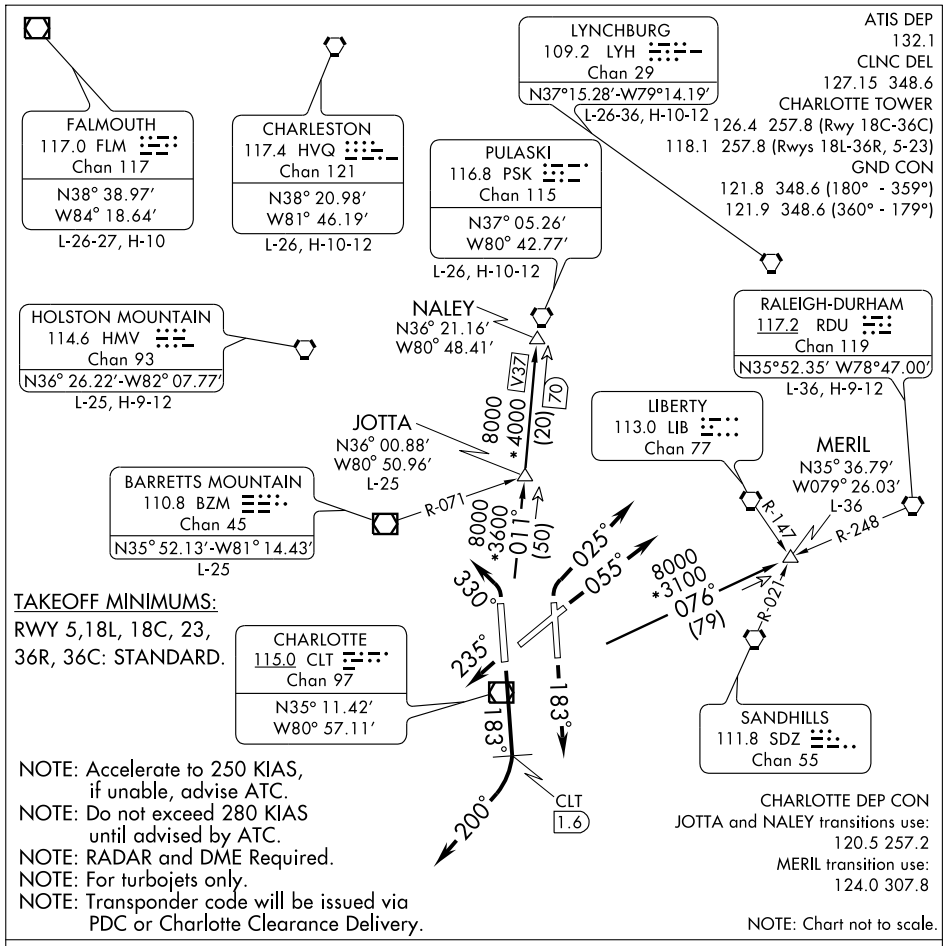
NOTE: RWY 5: Multiple trees beginning 1031 feet from DER, 480 feet left of centerline, up to 127 feet AGL/856 feet MSL.
NOTE: RWY 18L: Tower and pole beginning 981 feet from DER, 708 feet left of centerline, up to 160 feet AGL/850 feet MSL. Multiple trees beginning 1235 feet from DER, 707 feet right of centerline, up to 48 feet AGL/767 feet MSL.
NOTE: RWY 18C: Multiple trees beginning 1688 feet from DER, 735 feet left of centerline, up to 108 feet AGL/787 feet MSL. Multiple trees beginning 3251 feet from DER, 995 feet right of centerline, up to 102 feet AGL/841 feet MSL.
NOTE: RWY 23: Multiple trees beginning 3493 feet from DER, 198 feet left of centerline, up to 99 feet AGL/818 feet MSL. Multiple trees beginning 1491 feet from DER, 603 feet right of centerline, up to 74 feet AGL/823 feet MSL.
NOTE: RWY 36C: Multiple trees beginning 1937 feet from DER, 725 feet left of centerline, up to 54 feet AGL/823 feet MSL. Multiple trees beginning 1420 feet from DER, 309 feet right of centerline, up to 104 feet AGL/823 feet MSL.
NOTE: RWY 36R: Pole and multiple trees beginning 921 feet from DER, 416 feet left of centerline, up to 94 feet AGL/853 feet MSL. Railroad, antenna, multiple poles and trees beginning 471 feet from DER, 93 feet right of centerline, up to 96 feet AGL/855 feet MSL.

SE-2, 22 OCT 2009 to 19 NOV 2009

HORNET FOUR DEPARTURE

SL-78 (FAA)

CHARLOTTE/DOUGLAS INTL(CLT)
CHARLOTTE, NORTH CAROLINA



TAKEOFF MINIMUMS:
RWY 5,18L, 18C, 23, 36R, 36C: STANDARD.

NOTE: Accelerate to 250 KIAS, if unable, advise ATC.
NOTE: Do not exceed 280 KIAS until advised by ATC.
NOTE: RADAR and DME Required.
NOTE: For turbojets only.
NOTE: Transponder code will be issued via PDC or Charlotte Clearance Delivery.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 5: Climb heading 055°. Thence....
TAKE-OFF RWY 18C: Climb heading 183° until passing CLT VOR/DME 1.6 DME, then turn right heading 200°. Thence....
TAKE-OFF RWY 18L: Climb heading 183°. Thence....
TAKE-OFF RWY 23: Climb heading 235°. Thence....
TAKE-OFF RWY 36C: Climbing left turn heading 330°. Thence....
TAKE-OFF RWY 36R: Climbing right turn heading 025°. Thence....

.... Expect radar vectors to intercept filed/assigned transition or enroute fix/navaid. Maintain 8000. Expect filed altitude/flight level 10 minutes after departure.

(NARRATIVE CONTINUED ON FOLLOWING PAGE)

SE-2, 22 OCT 2009 to 19 NOV 2009

JOTTA TRANSITION (HOR4.JOTTA): From over CLT VOR/DME via CLT R-011 to JOTTA INT. Thence as filed.
MERIL TRANSITION (HOR4.MERIL): From over CLT VOR/DME via CLT R-076 to MERIL INT. Thence as filed.
NALEY TRANSITION (HOR4.NALEY): From over CLT VOR/DME via CLT R-011 to NALEY INT. Thence as filed.

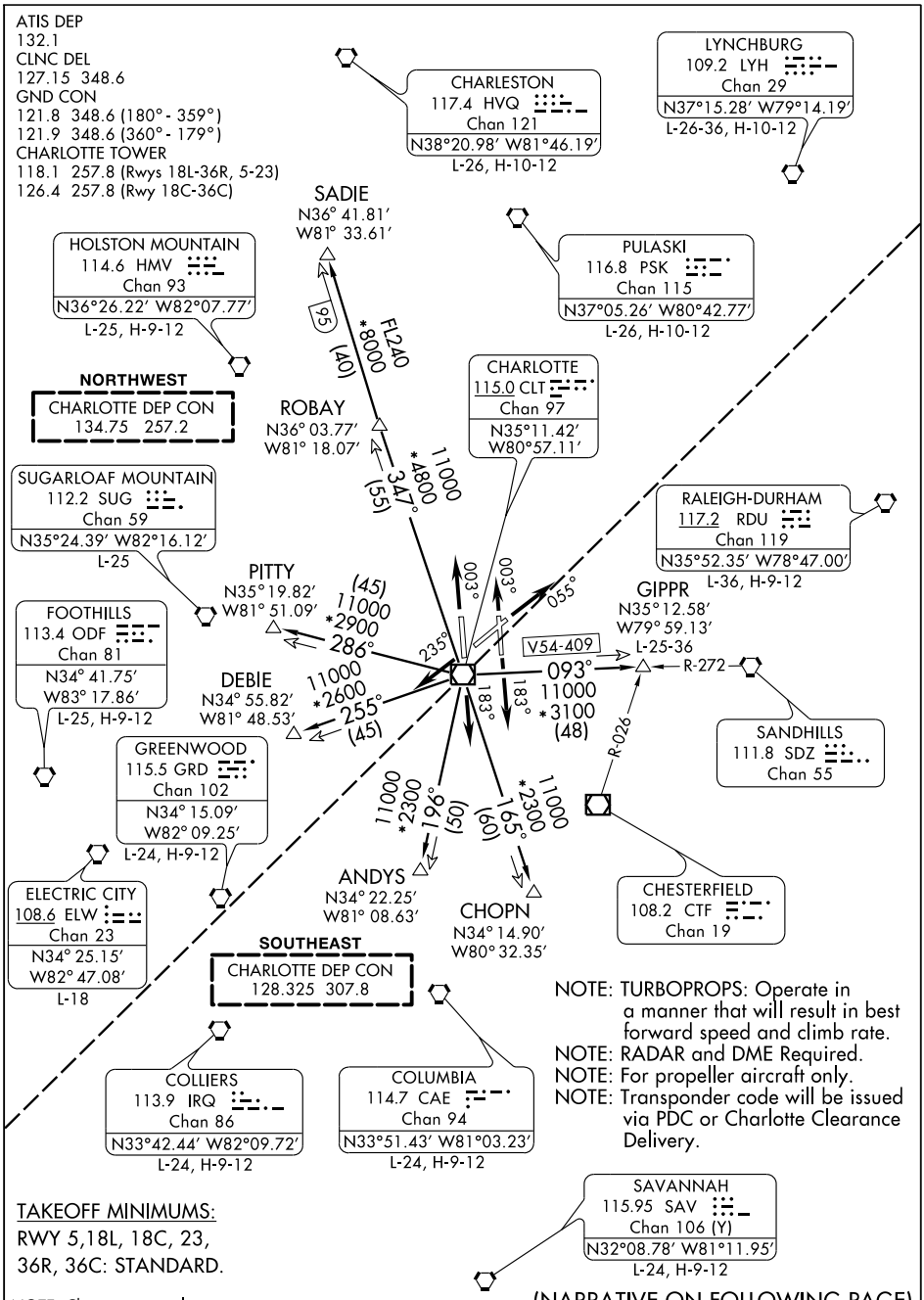
TAKEOFF OBSTACLE NOTES:
NOTE: RWY 5: Multiple trees beginning 1031 feet from DER, 480 feet left of centerline, up to 127 feet AGL/856 feet MSL.
NOTE: RWY 18L: Tower and pole beginning 981 feet from DER, 708 feet left of centerline, up to 160 feet AGL/850 feet MSL. Multiple trees beginning 1235 feet from DER, 707 feet right of centerline, up to 48 feet AGL/767 feet MSL.
NOTE: RWY 18C: Multiple trees beginning 1688 feet from DER, 735 feet left of centerline, up to 108 feet AGL/787 feet MSL. Multiple trees beginning 3251 feet from DER, 995 feet right of centerline, up to 102 feet AGL/841 feet MSL.
NOTE: RWY 23: Multiple trees beginning 3493 feet from DER, 198 feet left of centerline, up to 99 feet AGL/818 feet MSL. Multiple trees beginning 1491 feet from DER, 603 feet right of centerline, up to 74 feet AGL/823 feet MSL.
NOTE: RWY 36C: Multiple trees beginning 1937 feet from DER, 725 feet left of centerline, up to 54 feet AGL/823 feet MSL. Multiple trees beginning 1420 feet from DER, 309 feet right of centerline, up to 104 feet AGL/823 feet MSL.
NOTE: RWY 36R: Pole and multiple trees beginning 921 feet from DER, 416 feet left of centerline, up to 94 feet AGL/853 feet MSL. Railroad, antenna, multiple poles and trees beginning 471 feet from DER, 93 feet right of centerline, up to 96 feet AGL/855 feet MSL.

SE-2, 22 OCT 2009 to 19 NOV 2009

HUGO EIGHT DEPARTURE

SL-78 (FAA)

CHARLOTTE/DOUGLAS INTL (CLT)
CHARLOTTE, NORTH CAROLINA



(NARRATIVE ON FOLLOWING PAGE)

SE-2, 22 OCT 2009 to 19 NOV 2009

HUGO EIGHT DEPARTURE SL-78 (FAA)

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 5: Climb heading 055°. Thence....
TAKEOFF RWY 18C: Climb heading 183°. Thence....
TAKEOFF RWY 18L: Climb heading 183°. Thence....
TAKEOFF RWY 23: Climb heading 235°. Thence....
TAKEOFF RWY 36C: Climbing heading 003°. Thence....
TAKEOFF RWY 36R: Climbing heading 003°. Thence....
.... Expect radar vectors to intercept filed/assigned transition or enroute fix/navaid. Maintain 4000. Expect filed altitude/flight level 10 minutes after departure.

ANDYS TRANSITION (HUG8.ANDYS): From over CLT VOR/DME via CLT R-196 to ANDYS INT. Thence as filed.
CHOPN TRANSITION (HUG8.CHOPN): From over CLT VOR/DME via CLT R-165 to CHOPN INT. Thence as filed.
DEBIE TRANSITION (HUG8.DEBIE): From over CLT VOR/DME via CLT R-255 to DEBIE INT. Thence as filed.
GIPPR TRANSITION (HUG8.GIPPR): From over CLT VOR/DME via CLT R-093 to GIPPR INT. Thence as filed.
PITTY TRANSITION (HUG8.PITTY): From over CLT VOR/DME via CLT R-286 to PITTY INT. Thence as filed.
ROBAY TRANSITION (HUG8.ROBAY): From over CLT VOR/DME via CLT R-347 to ROBAY INT. Thence as filed.
SADIE TRANSITION (HUG8.SADIE): From over CLT VOR/DME via CLT R-347 to SADIE INT. Thence as filed.

TAKEOFF OBSTACLE NOTES:

NOTE: RWY 5: Multiple trees beginning 1031 feet from DER, 480 feet left of centerline, up to 127 feet AGL/856 feet MSL.
NOTE: RWY 18L: Tower and pole beginning 981 feet from DER, 708 feet left of centerline, up to 160 feet AGL/850 feet MSL. Multiple trees beginning 1235 feet from DER, 707 feet right of centerline, up to 48 feet AGL/767 feet MSL.
NOTE: RWY 18C: Multiple trees beginning 1688 feet from DER, 735 feet left of centerline, up to 108 feet AGL/787 feet MSL. Multiple trees beginning 3251 feet from DER, 995 feet right of centerline, up to 102 feet AGL/841 feet MSL.
NOTE: RWY 23: Multiple trees beginning 3493 feet from DER, 198 feet left of centerline, up to 99 feet AGL/818 feet MSL. Multiple trees beginning 1491 feet from DER, 603 feet right of centerline, up to 74 feet AGL/823 feet MSL.
NOTE: RWY 36C: Multiple trees beginning 1937 feet from DER, 725 feet left of centerline, up to 54 feet AGL/823 feet MSL. Multiple trees beginning 1420 feet from DER, 309 feet right of centerline up to 104 feet AGL/823 feet MSL.
NOTE: RWY 36R: Pole and multiple trees beginning 921 feet from DER, 416 feet left of centerline, up to 94 feet AGL/853 feet MSL. Railroad, antenna, multiple poles and trees beginning 471 feet from DER, 93 feet right of centerline, up to 96 feet AGL/855 feet MSL.

SE-2, 22 OCT 2009 to 19 NOV 2009

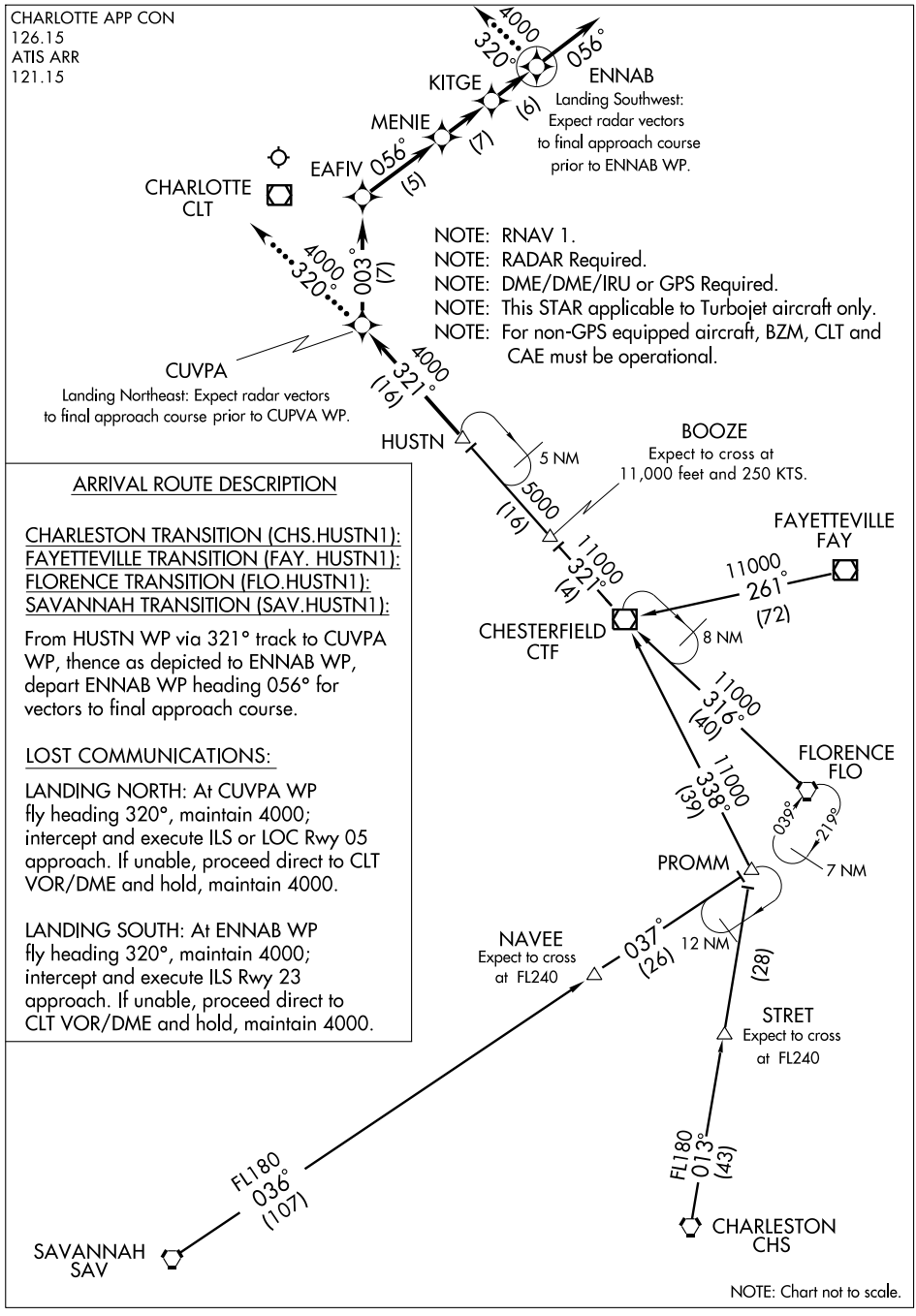
(HUSTN.HUSTN1) 07130

ST-78 (FAA)

HUSTN ONE ARRIVAL (RNAV)

CHARLOTTE/DOUGLAS INTL
CHARLOTTE, NORTH CAROLINA

CHARLOTTE APP CON
126.15
ATIS ARR
121.15



ARRIVAL ROUTE DESCRIPTION

CHARLESTON TRANSITION (CHS.HUSTN1):
FAYETTEVILLE TRANSITION (FAY. HUSTN1):
FLORENCE TRANSITION (FLO.HUSTN1):
SAVANNAH TRANSITION (SAV.HUSTN1):

From HUSTN WP via 321° track to CUVPA WP, thence as depicted to ENNAB WP, depart ENNAB WP heading 056° for vectors to final approach course.

LOST COMMUNICATIONS:

LANDING NORTH: At CUVPA WP fly heading 320°, maintain 4000; intercept and execute ILS or LOC Rwy 05 approach. If unable, proceed direct to CLT VOR/DME and hold, maintain 4000.

LANDING SOUTH: At ENNAB WP fly heading 320°, maintain 4000; intercept and execute ILS Rwy 23 approach. If unable, proceed direct to CLT VOR/DME and hold, maintain 4000.

NOTE: Chart not to scale.

SE-2, 22 OCT 2009 to 19 NOV 2009

LOC I-CLT	APP CRS	Rwy Idg	7232
110.95	055°	TDZE	716
		Apt Elev	748

ILS or LOC RWY 5

CHARLOTTE/DOUGLAS INTL (CLT)

RADAR Required.
* RVR 1800 authorized with use of FD or AP or HUD to DA.
Circling NA at night.

MALSR

MISSED APPROACH: Climb to 4000 via heading 055° and CLT R-050 to ATELL Int/CLT 12.1 DME and hold.

ATIS	CHARLOTTE APP CON		CHARLOTTE TOWER		GND CON		CLNC DEL
ARR 121.15	(001°-119°)	128.32	(Rwys 18L-36R, 5-23)	118.1 257.8	(180°-359°)	121.8 348.6	127.15
DEP 132.1	(120°-245°)	120.05	(Rwy 18C-36C)	126.4 257.8	(360°-179°)	121.9 348.6	348.6
	(246°-360°)	134.75					
	(180°-359°)	257.2					
	(360°-179°)	307.8					

DME or RADAR REQUIRED

110.8 BZM Chan 45

R-151 050° 230°

ATELL CLT 12.1

R-050

LOCALIZER 110.95 I-CLT

2720 2749 2755 1324 1951 2000 2041 1034 1085± 947 900 930 1040 1634 879± 910 888 850 1234

ERKAW RADAR

(IAF) KECKS CLT 10.6 RADAR

2500 055° (6)

4000 to KECKS 238° (10.6)

CHARLOTTE 115.0 CLT Chan 97

MSA CLT 25 NM 3800

055° 1 min 235°

235°

10 NM

SE-2, 22 OCT 2009 to 19 NOV 2009

One Minute Holding Pattern

KECKS CLT 10.6 RADAR

ERKAW RADAR

4000 ← 235° 055° → 055° 2500

GS 3.00° TCH 51

2500

6 NM 5.4 NM

4000 hdg 055° | CLT R-050 | ATELL

ELEV 748 D

825± 896 776± 910 18L 18C 23 750± 777± 806 36C 36R

0.6% DOWN 10000 X 150 7502 X 150 8676 X 150 0.5% UP 0.4% UP 0.3% UP

TDZE 716

055° 5.4 NM from FAF

HIRL all Rwys
REIL Rwys 18L and 23
TDZ/CL Rwys 36C and 36R

CATEGORY	A	B	C	D
S-ILS 5	*916/24 200 (200-½)			
S-LOC 5	1140/24 424 (400-½)		1140/40 424 (400-¾)	
CIRCLING	1240-1 492 (500-1)		1240-1½ 492 (500-1½)	1300-2 552 (600-2)

FAF to MAP 5.4 NM

Knots	60	90	120	150	180
Min:Sec	5:24	3:36	2:42	2:10	1:48

LOC I-PEP	APP CRS	Rwy Idg	10000
111.3	183°	TDZE	742
		Apt Elev	748

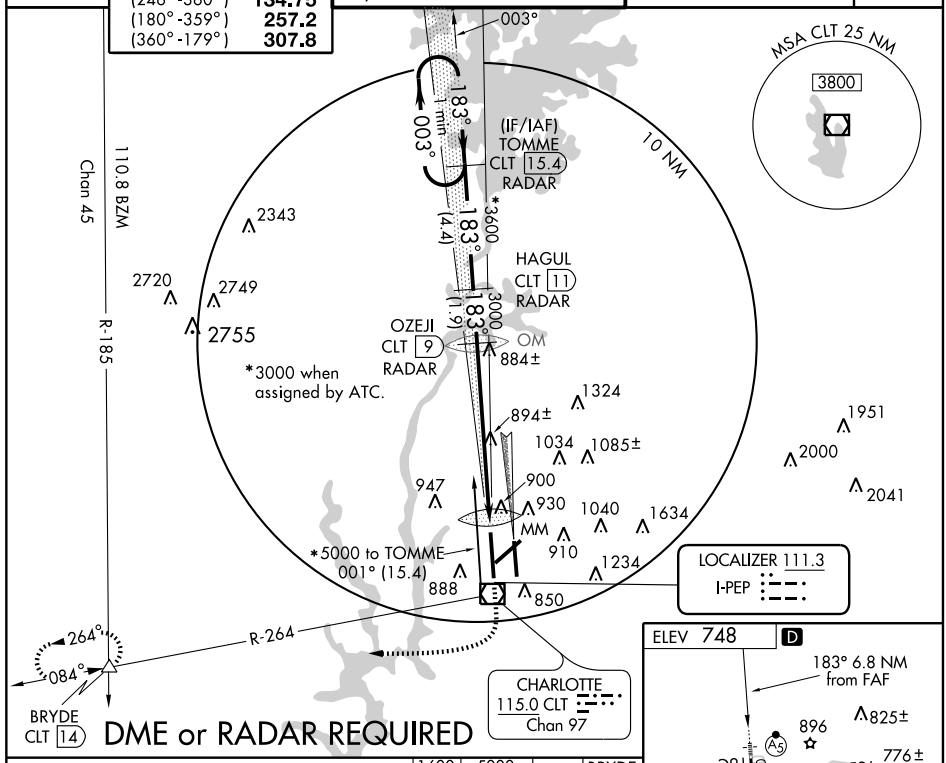
ILS or LOC RWY 18C
CHARLOTTE/DOUGLAS INTL (CLT)

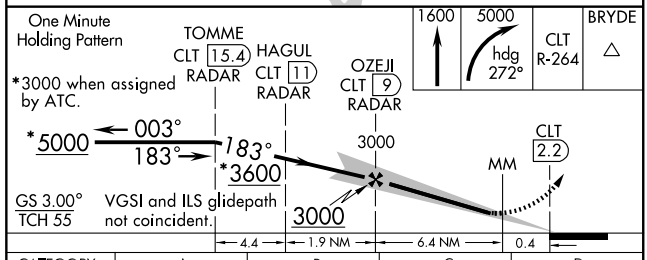
Simultaneous approach authorized with runway 18L. DME or RADAR REQUIRED. Circling NA at night. ** RVR 1800 authorized with the use of FD or AP or HUD to DA.

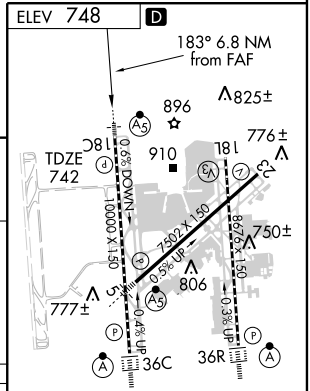
MALSR

MISSED APPROACH: Climb to 1600 then climbing right turn to 5000 via heading 272° and CLT VOR/DME R-264 to BRYDE Int/ CLT 14 DME and hold.

ATIS	CHARLOTTE APP CON		CHARLOTTE TOWER		GND CON		CLNC DEL
ARR 121.15	(001°-119°)	128.32	(Rwys 18L-36R, 5-23)	118.1 257.8	(180°-359°)	121.8 348.6	127.15
DEP 132.1	(120°-245°)	120.05	(Rwy 18C-36C)	126.4 257.8	(360°-179°)	121.9 348.6	348.6
	(246°-360°)	134.75					
	(180°-359°)	257.2					
	(360°-179°)	307.8					







HIRL all Rwys
REIL Rwys 18L and 23
TDZ/CL Rwys 36C and 36R

CATEGORY	A	B	C	D
S-ILS 18C	** 942/24 200 (200-½)			
S-LOC 18C	1200/24 458 (500-½)		1200/40 458 (500-¾)	1200/50 458 (500-1)
CIRCLING	1240-1 492 (500-1)		1240-1½ 492 (500-1½)	1300-2 552 (600-2)

FAF to MAP 6.8 NM

Knots	60	90	120	150	180
Min:Sec	6:48	4:32	3:24	2:43	2:16

SE-2, 22 OCT 2009 to 19 NOV 2009

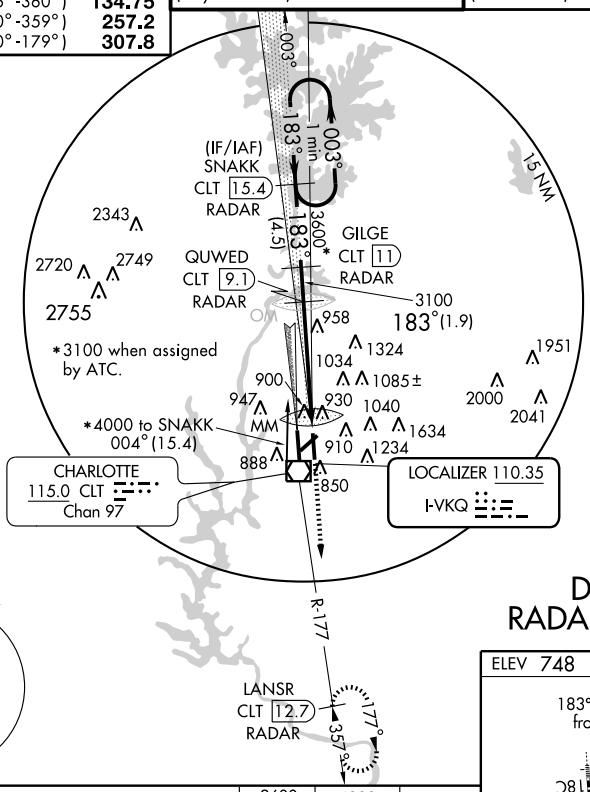
LOC I-VKQ	APP CRS	Rwy Idg	8676
110.35	183°	TDZE	748
		Apt Elev	748

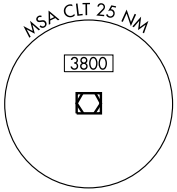
ILS or LOC RWY 18L
CHARLOTTE/DOUGLAS INTL (CLT)

DME or RADAR REQUIRED. Circling NA at night. Simultaneous approach authorized with Rwy 18C.

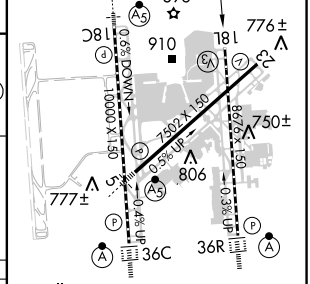
MISSED APPROACH: Climb to 2600 via heading 183° then climb to 4000 via CLT VOR/DME R-177 to LANSR/CLT 12.7 DME/RADAR and hold.

ATIS	CHARLOTTE APP CON		CHARLOTTE TOWER			GND CON		CLNC DEL
ARR 121.15	(001°-119°)	128.32	(Rwys 18L-36R, 5-23)	118.1	257.8	(180°-359°)	121.8 348.6	127.15
DEP 132.1	(120°-245°)	120.05	(Rwy 18C-36C)	126.4	257.8	(360°-179°)	121.9 348.6	348.6
	(246°-360°)	134.75						
	(180°-359°)	257.2						
	(360°-179°)	307.8						

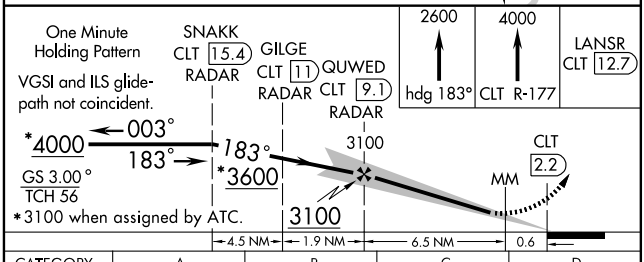




DME OR RADAR REQUIRED



HIRL all Rwys
REIL Rwys 18L and 23
TDZ/CL Rwys 36C and 36R



CATEGORY	A	B	C	D
S-ILS 18L	1022/50 274 (300-1)			
S-LOC 18L	1280/50 532 (600-1)		1280-1½ 532 (600-1½)	1280-1¾ 532 (600-1¾)
CIRCLING	1280-1 532 (600-1)		1280-1½ 532 (600-1½)	1300-2 552 (600-2)

FAF to MAP 7.1 NM

Knots	60	90	120	150	180
Min:Sec	7:06	4:44	3:33	2:50	2:22

SE-2, 22 OCT 2009 to 19 NOV 2009

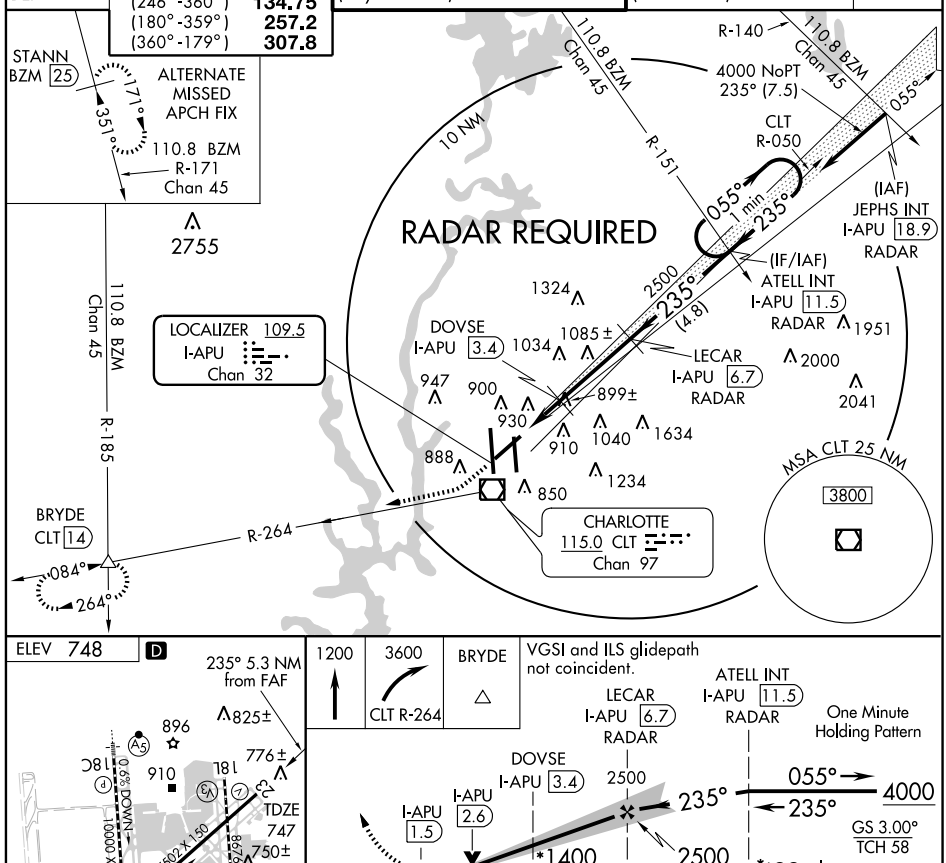
LOC/DME I-APU	APP CRS	Rwy Idg	7502
109.5	235°	TDZE	747
Chan 32		Apt Elev	748

ILS or LOC RWY 23
CHARLOTTE/DOUGLAS INTL (CLT)

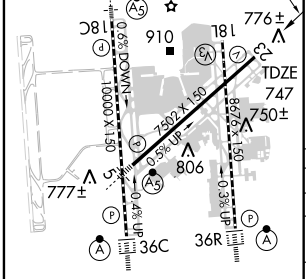
Circling NA at night.
DME or RADAR REQUIRED.

MISSED APPROACH: Climb to 1200 then climbing right turn to 3600 via CLT R-264 to BRYDE Int/CLT 14 DME and hold.

ATIS	CHARLOTTE APP CON		CHARLOTTE TOWER		GND CON		CLNC DEL
ARR 121.15	(001°-119°)	128.32	(Rwys 18L-36R, 5-23)	118.1 257.8	(180°-359°)	121.8 348.6	127.15
DEP 132.1	(120°-245°)	120.05	(Rwy 18C-36C)	126.4 257.8	(360°-179°)	121.9 348.6	348.6
	(246°-360°)	134.75					
	(180°-359°)	257.2					
	(360°-179°)	307.8					

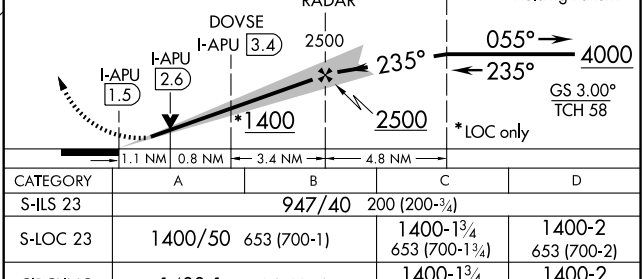


ELEV 748 D



HIRL all Rwys
REIL Rwys 18L and 23
TDZ/CL Rwys 36C and 36R

FAF to MAP 5.3 NM					
Knots	60	90	120	150	180
Min:Sec	5:18	3:32	2:39	2:07	1:46



CATEGORY	A	B	C	D
S-ILS 23	947/40 200 (200-¾)			
S-LOC 23	1400/50 653 (700-1)		1400-1¾ 653 (700-1¾)	1400-2 653 (700-2)
CIRCLING	1400-1 652 (700-1)		1400-1¾ 652 (700-1¾)	1400-2 652 (700-2)
DOVSE FIX MINIMUMS				
S-LOC 23	1160/50 413 (500-1)		1160/60 413 (500-1¼)	
CIRCLING	1240-1 492 (500-1)		1240-1½ 492 (500-1½)	1300-2 552 (600-2)

SE-2, 22 OCT 2009 to 19 NOV 2009

LOC I-DQG	APP CRS	Rwy Idg	10000
111.7	003°	TDZE	707
		Apt Elev	748

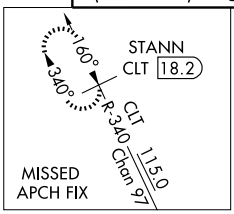
ILS or LOC RWY 36C
CHARLOTTE/DOUGLAS INTL (CLT)

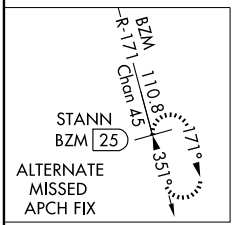
Circling NA at night. Simultaneous approach authorized with runway 36R. DME REQUIRED. DQG ILS LLZ Rwy 36C unusable for rollout guidance.

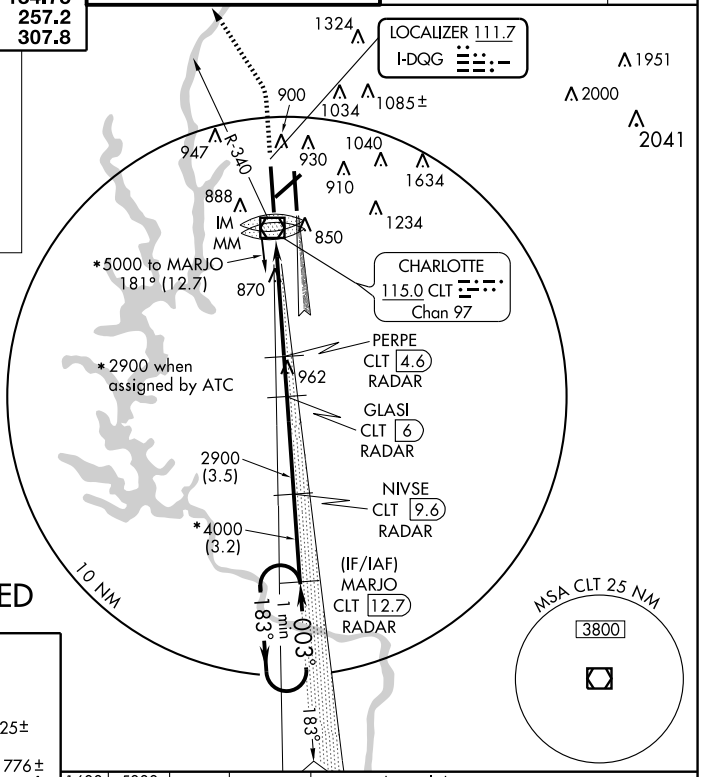
ALSF-2

MISSED APPROACH: Climb to 1600 then climbing left turn to 5000 via heading 314° and CLT R-340 to STANN/CLT 18.2 DME and hold.

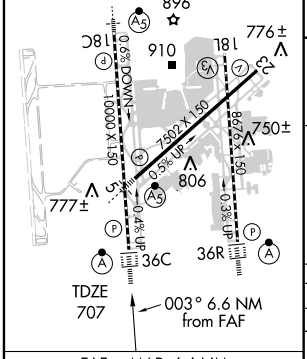
ATIS	CHARLOTTE APP CON		CHARLOTTE TOWER			GND CON		CLNC DEL
ARR 121.15	(001°-119°)	128.32	(Rwys 18L-36R, 5-23)	118.1	257.8	(180°-359°)	121.8 348.6	127.15
DEP 132.1	(120°-245°)	120.05	(Rwy 18C-36C)	126.4	257.8	(360°-179°)	121.9 348.6	348.6
	(246°-360°)	134.75						
	(180°-359°)	257.2						
	(360°-179°)	307.8						





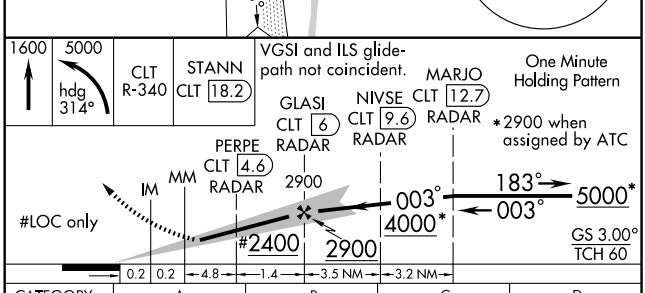


DME OR RADAR REQUIRED



FAF to MAP 6.6 NM

Knots	60	90	120	150	180
Min:Sec	6:36	4:24	3:18	2:38	2:12



CATEGORY	A	B	C	D
S-ILS 36C	907/18 200 (200-½)			
S-LOC 36C	1120/24 413 (400-½)		1120/40 413 (400-¾)	
CIRCLING	1240-1 492 (500-1)		1240-1½ 492 (500-1½)	1300-2 552 (600-2)

SE-2, 22 OCT 2009 to 19 NOV 2009

LOC/DME I-BQC	APP CRS	Rwy Idg	8676
108.9	003°	TDZE	727
Chan 26		Apt Elev	748

ILS or LOC RWY 36R

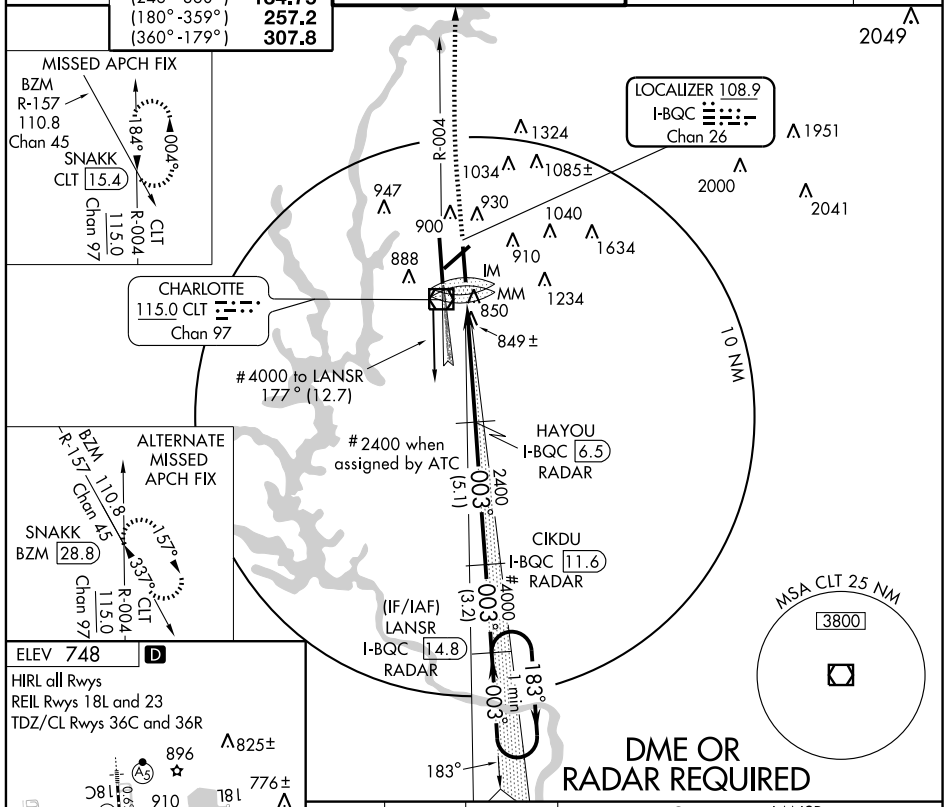
CHARLOTTE/DOUGLAS INTL (CLT)

Circling NA at night.
Simultaneous approach authorized with runway 36C.
DME or RADAR REQUIRED.

ALSF-2

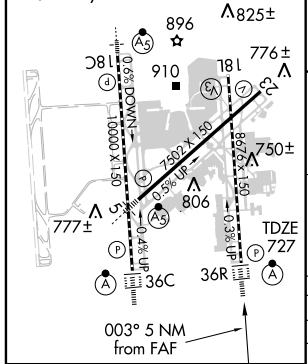
MISSED APPROACH: Climb to 2600 via heading 003° then climb to 4000 via CLT R-004 to SNAKK/CLT 15.4 DME and hold.

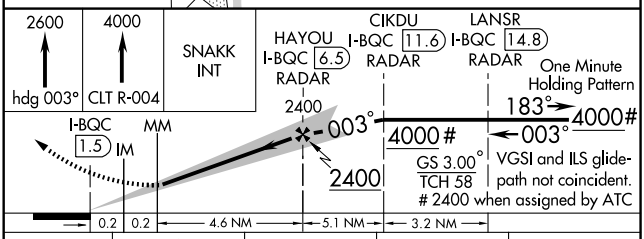
ATIS	CHARLOTTE APP CON		CHARLOTTE TOWER		GND CON		CLNC DEL
ARR 121.15	(001°-119°)	128.32	(Rwys 18L-36R, 5-23)	118.1 257.8	(180°-359°)	121.8 348.6	127.15
DEP 132.1	(120°-245°)	120.05	(Rwy 18C-36C)	126.4 257.8	(360°-179°)	121.9 348.6	348.6
	(246°-360°)	134.75					
	(180°-359°)	257.2					
	(360°-179°)	307.8					



ELEV 748 D

HIRL all Rwys
REIL Rwys 18L and 23
TDZ/CL Rwys 36C and 36R





FAF to MAP 5 NM

Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

CATEGORY	A	B	C	D
S-ILS 36R	927/18 200 (200-½)			
S-LOC 36R	1100/24 373 (400-½)			1100/40 373 (400-¾)
CIRCLING	1240-1 492 (500-1)		1240-1½ 492 (500-1½)	1300-2 552 (600-2)

SE-2. 22 OCT 2009 to 19 NOV 2009

LOC I-DQG	APP CRS	Rwy Idg	10000
111.7	003°	TDZE	707
		Apt Elev	748

ILS RWY 36C (CAT II)

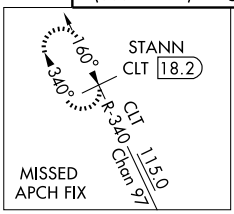
CHARLOTTE/DOUGLAS INTL (CLT)

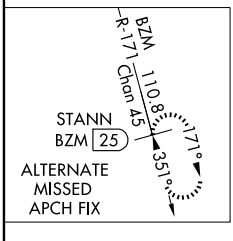
Circling NA at night. Simultaneous approach authorized with runway 36R. DME REQUIRED. DQG ILS LLZ Rwy 36C unusable for rollout guidance.

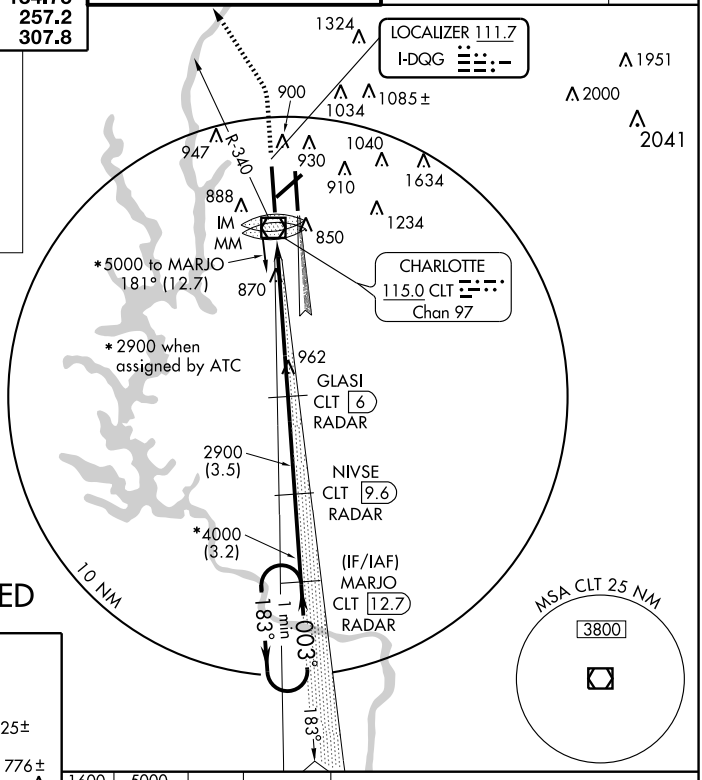
ALSF-2

MISSED APPROACH: Climb to 1600 then climbing left turn to 5000 via heading 314° and CLT R-340 to STANN/CLT 18.2 DME and hold.

ATIS	CHARLOTTE APP CON		CHARLOTTE TOWER			GND CON			CLNC DEL
ARR 121.15	(001°-119°)	128.32	(Rwys 18L-36R, 5-23)	118.1	257.8	(180°-359°)	121.8	348.6	127.15
DEP 132.1	(120°-245°)	120.05	(Rwy 18C-36C)	126.4	257.8	(360°-179°)	121.9	348.6	348.6
	(246°-360°)	134.75							
	(180°-359°)	257.2							
	(360°-179°)	307.8							

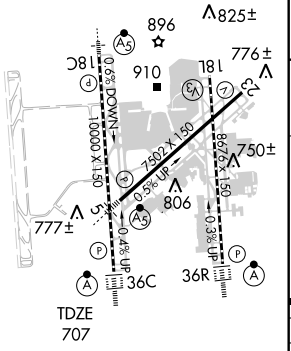




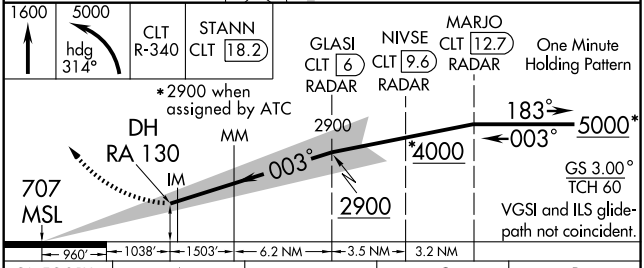


DME OR RADAR REQUIRED

ELEV 748 D



HIRL all Rwys
REIL Rwys 18L and 23
TDZ/CL Rwys 36C and 36R



CATEGORY	A	B	C	D
S-ILS 36C	807/12 100 RA 130			

CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

SE-2, 22 OCT 2009 to 19 NOV 2009

LOC I-DQG	APP CRS	Rwy Idg	10000
111.7	003°	TDZE	707
		Apt Elev	748

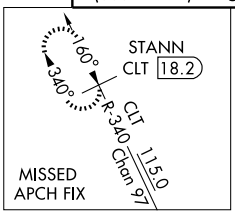
ILS RWY 36C (CAT III)
CHARLOTTE/DOUGLAS INTL (CLT)

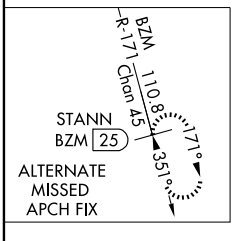
Circling NA at night. Simultaneous approach authorized with runway 36R. DME REQUIRED. DQG ILS LLZ Rwy 36C unusable for rollout guidance.

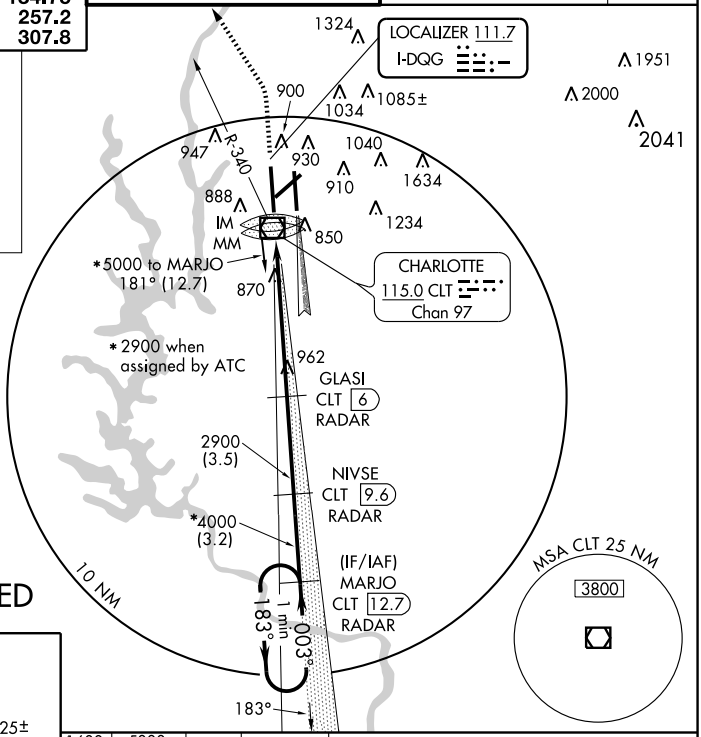
ALSF-2

MISSED APPROACH: Climb to 1600 then climbing left turn to 5000 via heading 314° and CLT R-340 to STANN/CLT 18.2 DME and hold.

ATIS	CHARLOTTE APP CON		CHARLOTTE TOWER			GND CON		CLNC DEL
ARR 121.15	(001°-119°)	128.32	(Rwys 18L-36R, 5-23)	118.1	257.8	(180°-359°)	121.8 348.6	127.15
DEP 132.1	(120°-245°)	120.05	(Rwy 18C-36C)	126.4	257.8	(360°-179°)	121.9 348.6	348.6
	(246°-360°)	134.75						
	(180°-359°)	257.2						
	(360°-179°)	307.8						

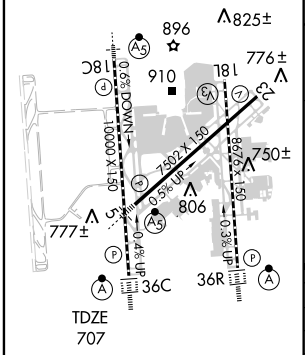






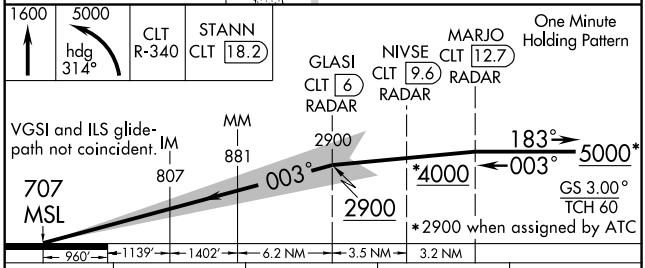
DME OR RADAR REQUIRED

ELEV 748 D



HIRL all Rwys
REIL Rwys 18L and 23
TDZ/CL Rwys 36C and 36R

1600	5000	CLT R-340	STANN CLT 18.2
	hdg 314°		



CATEGORY	A	B	C	D
S-ILS 36C	CAT IIIa	RVR 07		
S-ILS 36C	CAT IIIb	RVR 06		
S-ILS 36C	CAT IIIc	NA		

CATEGORY III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

SE-2, 22 OCT 2009 to 19 NOV 2009

CHARLOTTE, NORTH CAROLINA AL-78 (FAA)

LOC/DME I-BQC	APP CRS	Rwy Idg 8676
108.9	003°	TDZE 727
Chan 26		Apt Elev 748

ILS RWY 36R (CAT II)

CHARLOTTE/DOUGLAS INTL (CLT)

Circling NA at night.
Simultaneous approach authorized with Rwy 36C.
DME or RADAR REQUIRED.

ALSF-2

MISSED APPROACH: Climb to 2600 via heading 003° then climb to 4000 via CLT R-004 to SNAKK/CLT 15.4 DME and hold.

ATIS	CHARLOTTE APP CON		CHARLOTTE TOWER		GND CON		CLNC DEL
ARR 121.15	(001°-119°)	128.32	(Rwys 18L-36R, 5-23)	118.1 257.8	(180°-359°)	121.8 348.6	127.15
DEP 132.1	(120°-245°)	120.05	(Rwy 18C-36C)	126.4 257.8	(360°-179°)	121.9 348.6	348.6
	(246°-360°)	134.75					
	(180°-359°)	257.2					
	(360°-179°)	307.8					

2049

MISSED APCH FIX
BZM R-157 110.8 Chan 45
SNAKK CLT 15.4
184° 4000 R-004 CLT 115.0 Chan 97

LOCALIZER 108.9 I-BQC Chan 26

CHARLOTTE 115.0 CLT Chan 97

R-004

1324 1951 1034 1085± 2000 2041 947 900 930 1040 1634 888 910 IM MM 1234 850 849±

10 NM

#4000 to LANSR 177° (12.7)

#2400 when assigned by ATC

HAYOU I-BQC 6.5 RADAR

2400 (5.1) 003°

CIKDU I-BQC 11.6 RADAR

#4000 (3.2) 003°

(IF/IAF) LANSR I-BQC 14.8 RADAR

1 min 183° 003°

183°

ALTERNATE MISSED APCH FIX
BZM R-157 110.8 Chan 45
SNAKK BZM 28.8
157° 337° CLT R-004 115.0 Chan 97

MSA CLT 25 NM
3800

ELEV 748 D

DME OR RADAR REQUIRED

825± 896 776± 910 750± 806 777± 18C 18L 23 5 0.4% DOWN 10000 X 150 7502 X 150 8775 X 150 0.5% UP 0.4% UP 0.3% UP 36C 36R TDZE 727

2600	4000	SNAKK INT
hdg 003°	CLT R-004	

CIKDU I-BQC 11.6 RADAR
LANSR I-BQC 14.8 RADAR
HAYOU I-BQC 6.5 RADAR
One Minute Holding Pattern

DH RA 119
727 MSL
IM MM
2400 003° 4000# 183°
4000# 003°
GS 3.00° TCH 58
VGSI and ILS glide-path not coincident.
2400 when assigned by ATC

1042' 874' 1476' 4.6 NM 5.1 NM 3.2 NM

CATEGORY	A	B	C	D
S-ILS 36R	827/12 100 RA 119			

HIRL all Rwys
REIL Rwys 18L and 23
TDZ/CL Rwys 36C and 36R

CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

SE-2, 22 OCT 2009 to 19 NOV 2009

LOC/DME I-BQC	APP CRS	Rwy Idg	8676
108.9	003°	TDZE	727
Chan 26		Apt Elev	748

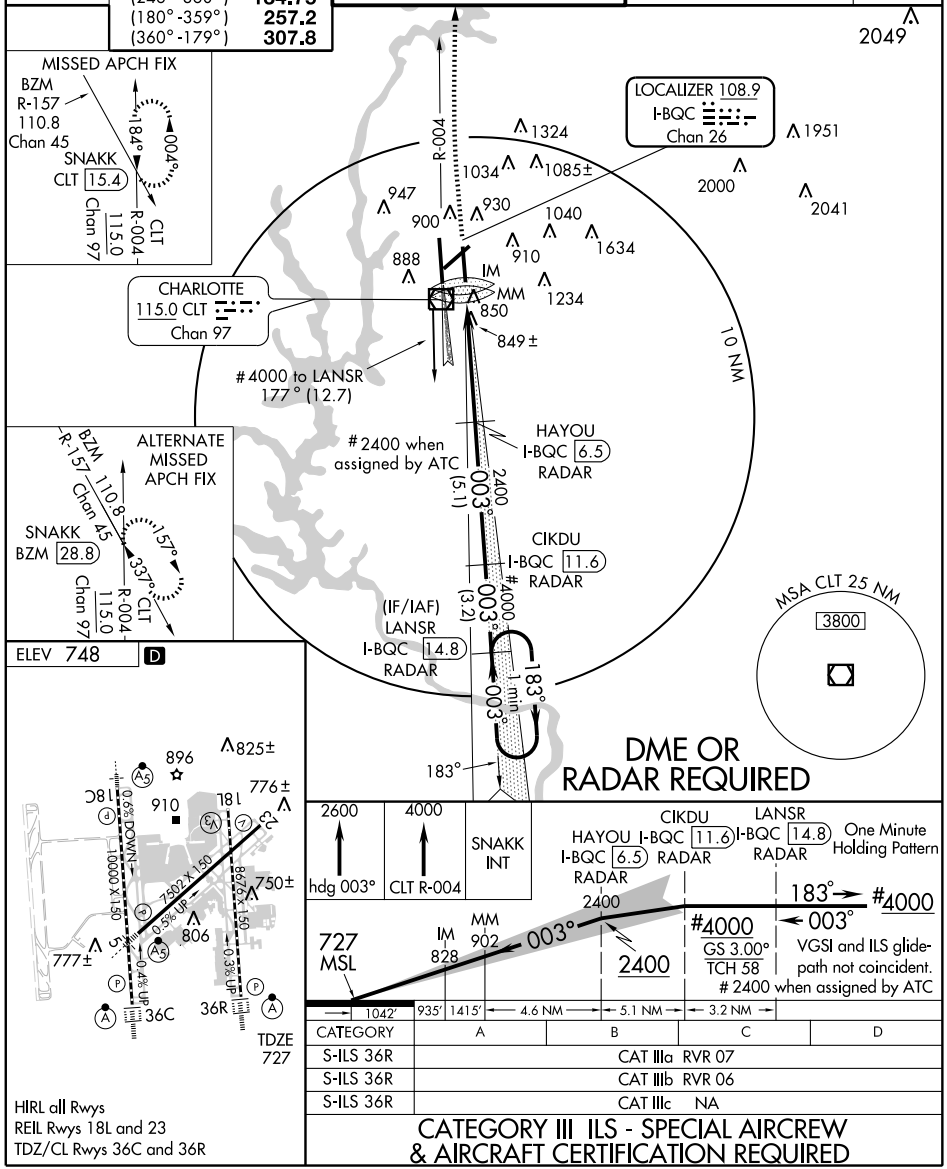
ILS RWY 36R (CAT III)
CHARLOTTE/DOUGLAS INTL (CLT)

Circling NA at night.
Simultaneous approach authorized with Rwy 36C.
DME or RADAR REQUIRED.

ALSF-2

MISSED APPROACH: Climb to 2600 via heading 003° then climb to 4000 via CLT R-004 to SNAKK/CLT 15.4 DME and hold.

ATIS	CHARLOTTE APP CON		CHARLOTTE TOWER		GND CON		CLNC DEL
ARR 121.15	(001°-119°)	128.32	(Rwys 18L-36R, 5-23)	118.1 257.8	(180°-359°)	121.8 348.6	127.15
DEP 132.1	(120°-245°)	120.05	(Rwy 18C-36C)	126.4 257.8	(360°-179°)	121.9 348.6	348.6
	(246°-360°)	134.75					
	(180°-359°)	257.2					
	(360°-179°)	307.8					



2600	4000	SNAKK INT
hdg 003°	CLT R-004	

CATEGORY	A	B	C	D
S-ILS 36R	CAT IIIa RVR 07			
S-ILS 36R	CAT IIIb RVR 06			
S-ILS 36R	CAT IIIc NA			

CATEGORY III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

HIRL all Rwys
REIL Rwys 18L and 23
TDZ/CL Rwys 36C and 36R

SE-2. 22 OCT 2009 to 19 NOV 2009

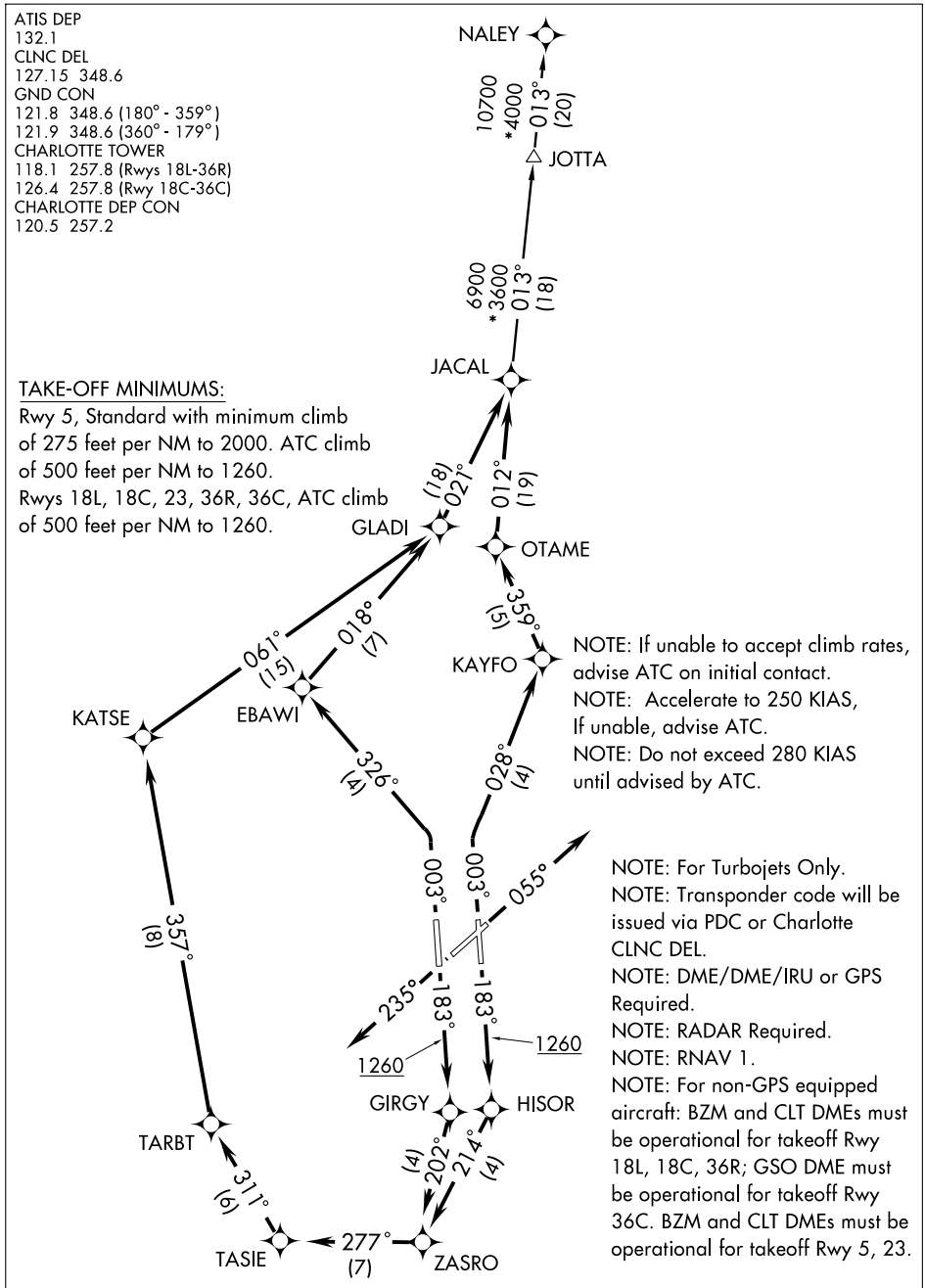
(JACAL4.JACAL) 09015

SL-78 (FAA)

JACAL FOUR DEPARTURE (RNAV)

CHARLOTTE/DOUGLAS INTL (CLT)
CHARLOTTE, NORTH CAROLINA

ATIS DEP
132.1
CLNC DEL
127.15 348.6
GND CON
121.8 348.6 (180° - 359°)
121.9 348.6 (360° - 179°)
CHARLOTTE TOWER
118.1 257.8 (Rwys 18L-36R)
126.4 257.8 (Rwy 18C-36C)
CHARLOTTE DEP CON
120.5 257.2



TAKE-OFF MINIMUMS:

Rwy 5, Standard with minimum climb of 275 feet per NM to 2000. ATC climb of 500 feet per NM to 1260.
Rwys 18L, 18C, 23, 36R, 36C, ATC climb of 500 feet per NM to 1260.

NOTE: If unable to accept climb rates, advise ATC on initial contact.
NOTE: Accelerate to 250 KIAS, If unable, advise ATC.
NOTE: Do not exceed 280 KIAS until advised by ATC.

NOTE: For Turbojets Only.
NOTE: Transponder code will be issued via PDC or Charlotte CLNC DEL.
NOTE: DME/DME/IRU or GPS Required.
NOTE: RADAR Required.
NOTE: RNAV 1.
NOTE: For non-GPS equipped aircraft: BZM and CLT DMEs must be operational for takeoff Rwy 18L, 18C, 36R; GSO DME must be operational for takeoff Rwy 36C. BZM and CLT DMEs must be operational for takeoff Rwy 5, 23.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

SE-2, 22 OCT 2009 to 19 NOV 2009

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 5: Climb heading 055° or as assigned by ATC. Expect vectors to JACAL, Thence....
TAKE-OFF RWY 18C: Climb heading 183° to 1260, then direct GIRGY, then via depicted route to JACAL, thence....
TAKE-OFF RWY 18L: Climb heading 183° to 1260, then direct HISOR, then via depicted route to JACAL, thence....
TAKEOFF RWY 23: Climb heading 235° or as assigned by ATC. Expect vectors to JACAL, Thence....
TAKE-OFF RWY 36C: Climb heading 003° to intercept the 326° course to EBAWI, then via depicted route to JACAL, thence....
TAKE-OFF RWY 36R: Climb heading 003° to intercept the 028° course to KAYFO, then via depicted route to JACAL, thence....

....maintain 8000. Expect clearance to filed altitude within 10 minutes after departure.

NALEY TRANSITION (JACAL4.NALEY):

TAKE-OFF OBSTACLES:

NOTE: RWY 5: Multiple trees beginning 1031 feet from DER, 480 feet left of centerline, up to 127 feet AGL/856 feet MSL.
NOTE: RWY 18L: Tower and pole beginning 981 feet from DER, 708 feet left of centerline, up to 160 feet AGL/850 feet MSL. Multiple trees beginning 1235 feet from DER, 707 feet right of centerline, up to 48 feet AGL/767 feet MSL.
NOTE: RWY 18C: Multiple trees beginning 1688 feet from DER, 735 feet left of centerline, up to 108 feet AGL/787 feet MSL. Multiple trees beginning 3251 feet from DER, 995 feet right of centerline, up to 102 feet AGL/841 feet MSL.
NOTE: RWY 23: Multiple trees beginning 3493 feet from DER, 198 feet left of centerline, up to 99 feet AGL/818 feet MSL. Multiple trees beginning 1491 feet from DER, 603 feet right of centerline, up to 74 feet AGL/823 feet MSL.
NOTE: RWY 36C: Multiple trees beginning 1937 feet from DER, 725 feet left of centerline, up to 54 feet AGL/823 feet MSL. Multiple trees beginning 1420 feet from DER, 309 feet right of centerline up to 104 feet AGL/823 feet MSL.
NOTE: RWY 36R: Pole and multiple trees beginning 921 feet from DER, 416 feet left of centerline, up to 94 feet AGL/853 feet MSL. Railroad, antenna, multiple poles and trees beginning 471 feet from DER, 93 feet right of centerline, up to 96 feet AGL/855 feet MSL.

SE-2, 22 OCT 2009 to 19 NOV 2009

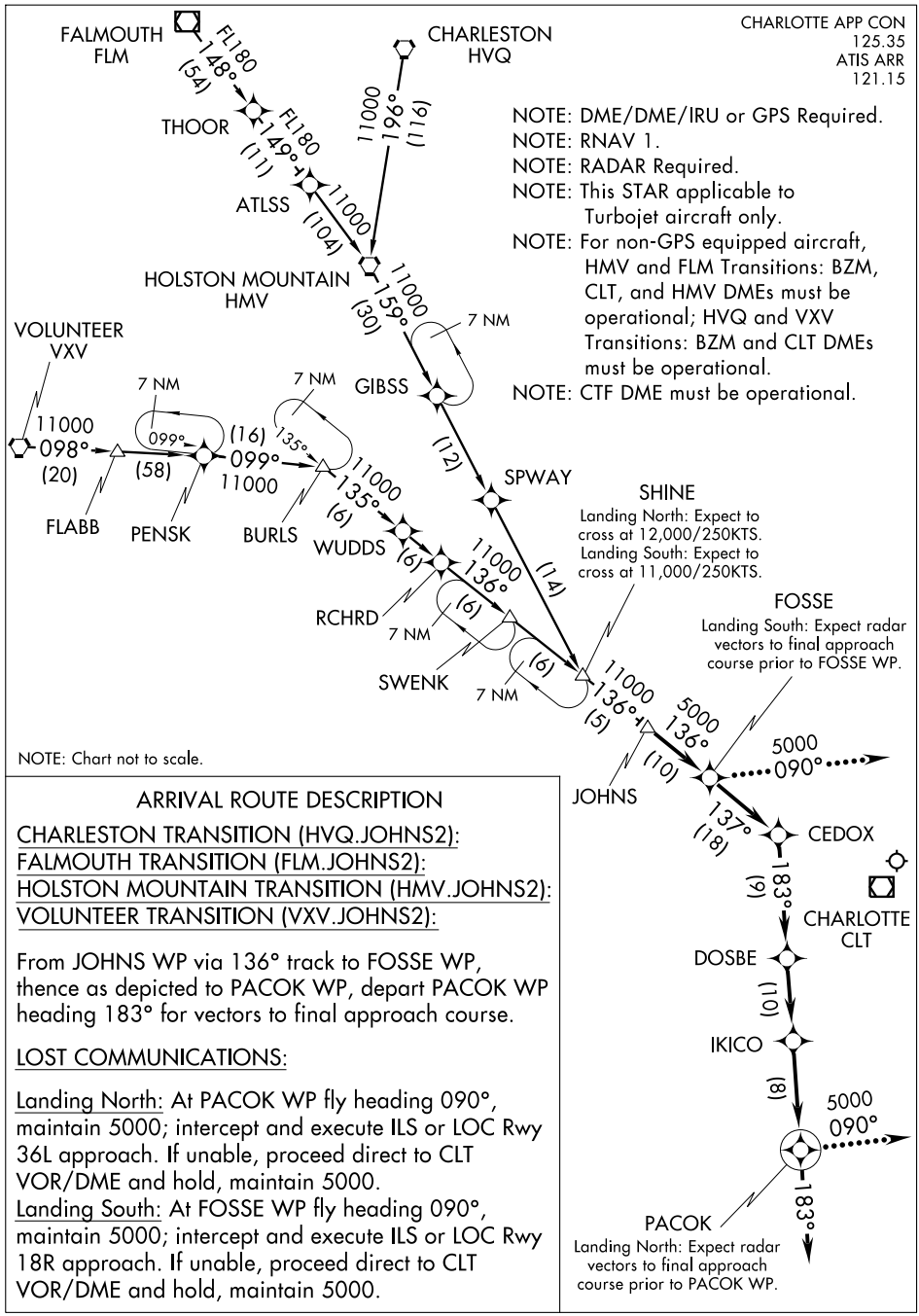
(JOHNS.JOHNS2) 09127

JOHNS TWO ARRIVAL (RNAV)

ST-78 (FAA)

CHARLOTTE/DOUGLAS INTL
CHARLOTTE, NORTH CAROLINA

CHARLOTTE APP CON
125.35
ATIS ARR
121.15



NOTE: DME/DME/IRU or GPS Required.
NOTE: RNAV 1.
NOTE: RADAR Required.
NOTE: This STAR applicable to Turbojet aircraft only.
NOTE: For non-GPS equipped aircraft, HMV and FLM Transitions: BZM, CLT, and HMV DMEs must be operational; HVQ and VXV Transitions: BZM and CLT DMEs must be operational.
NOTE: CTF DME must be operational.

NOTE: Chart not to scale.

ARRIVAL ROUTE DESCRIPTION

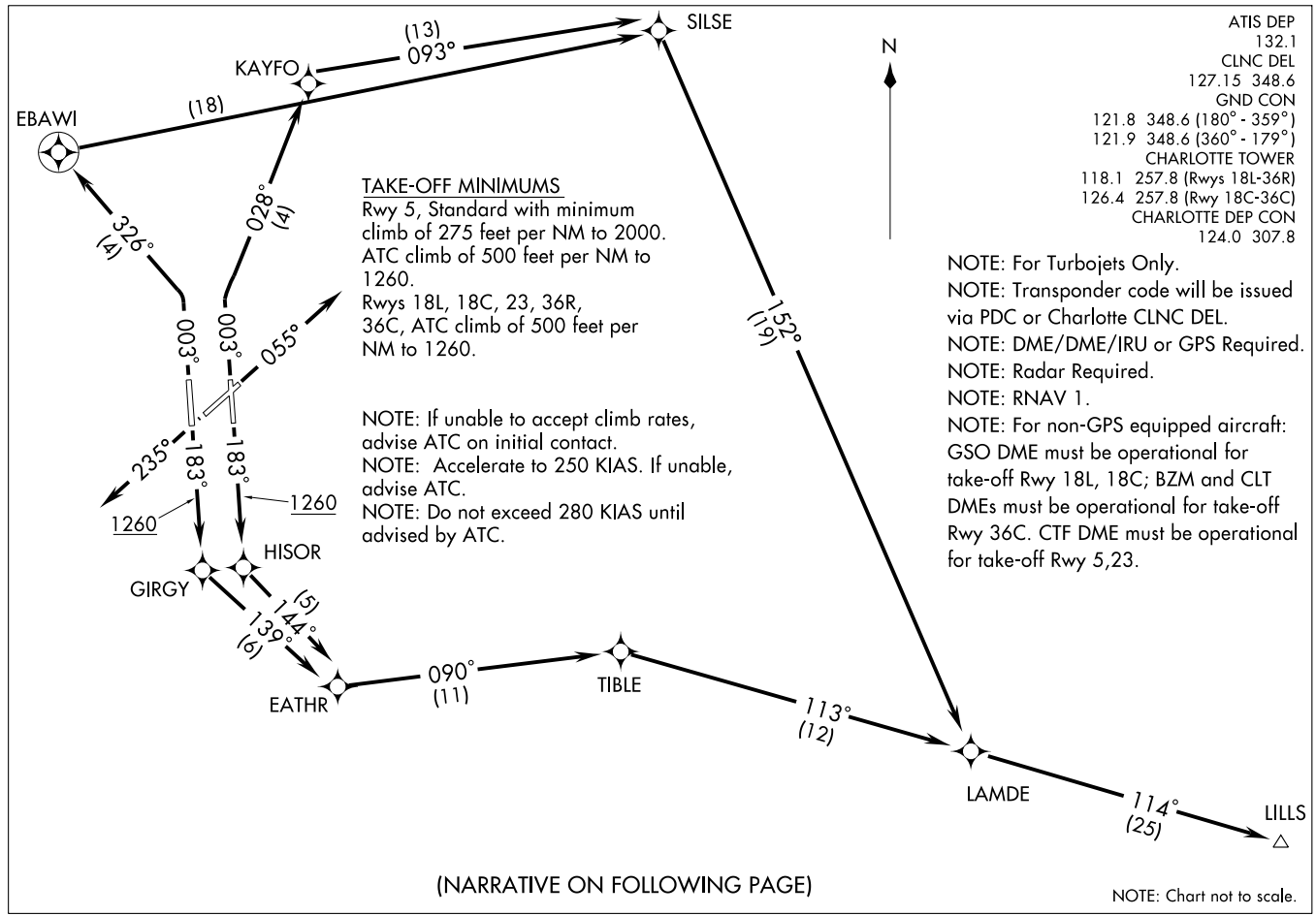
CHARLESTON TRANSITION (HVQ.JOHNS2):
FALMOUTH TRANSITION (FLM.JOHNS2):
HOLSTON MOUNTAIN TRANSITION (HMV.JOHNS2):
VOLUNTEER TRANSITION (VXV.JOHNS2):

From JOHNS WP via 136° track to FOSSE WP, thence as depicted to PACOK WP, depart PACOK WP heading 183° for vectors to final approach course.

LOST COMMUNICATIONS:

Landing North: At PACOK WP fly heading 090°, maintain 5000; intercept and execute ILS or LOC Rwy 36L approach. If unable, proceed direct to CLT VOR/DME and hold, maintain 5000.
Landing South: At FOSSE WP fly heading 090°, maintain 5000; intercept and execute ILS or LOC Rwy 18R approach. If unable, proceed direct to CLT VOR/DME and hold, maintain 5000.

SE-2, 22 OCT 2009 to 19 NOV 2009



LILLS FOUR DEPARTURE (RNAV)

(LILLS4.LILLS) 09015

SL-78 (FAA)

CHARLOTTE/DOUGLAS INTL (CLT)
CHARLOTTE, NORTH CAROLINA

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 5: Climb heading 055° or as assigned by ATC, expect vectors to LAMDE, thence....
TAKE-OFF RWY 18L: Climb heading 183° to 1260, then direct HISOR, then via depicted route to LAMDE, thence....
TAKE-OFF RWY 18C: Climb heading 183° to 1260, then direct GIRGY, then via depicted route to LAMDE, thence....
TAKE-OFF RWY 23: Climb heading 235° or as assigned by ATC, expect vectors to LAMDE, thence....
TAKE-OFF RWY 36R: Climb heading 003° to intercept the 028° course to KAYFO, then via depicted route to LAMDE, thence....
TAKE-OFF RWY 36C: Climb heading 003° to intercept the 326° course to EBAWI, then right turn direct SILSE, then via depicted route to LAMDE, thence....

....via depicted route to LILLS. Maintain 8000. Expect clearance to filed altitude within 10 minutes after departure.

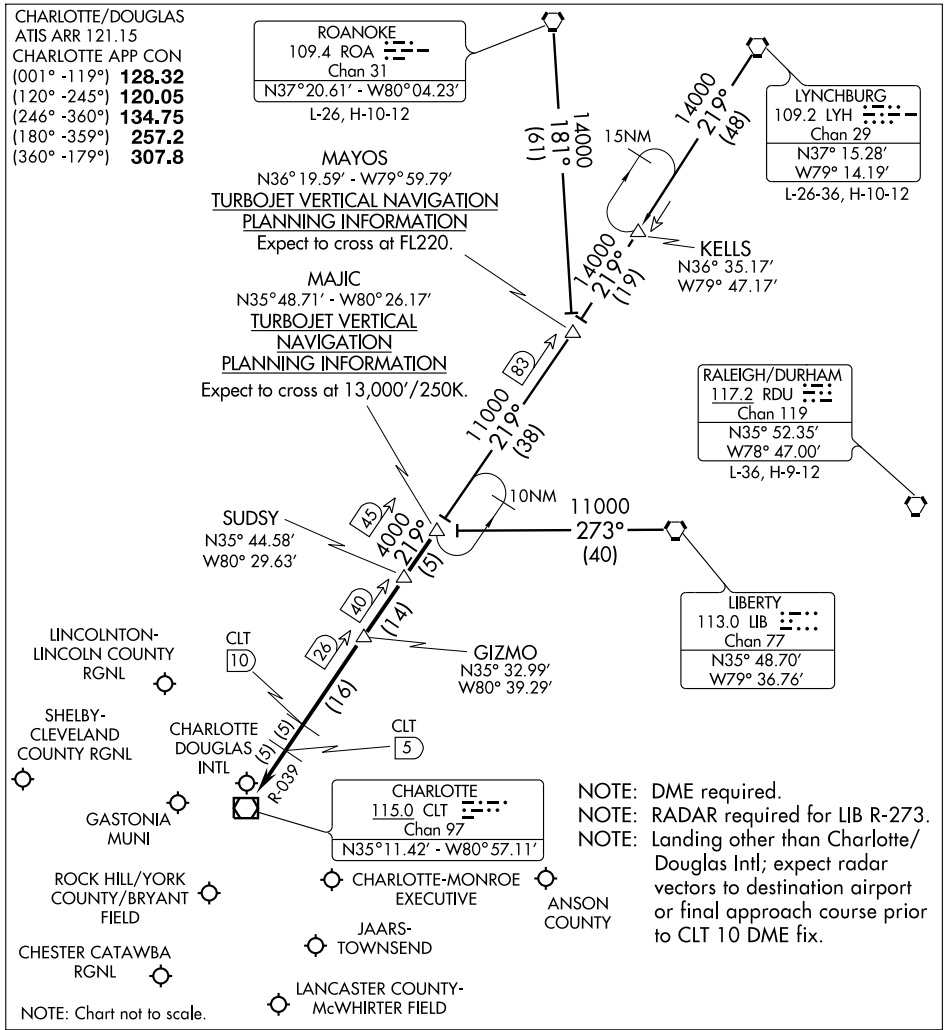
TAKE-OFF OBSTACLES:

NOTE: RWY 5: Multiple trees beginning 1031 feet from DER, 480 feet left of centerline, up to 127 feet AGL/856 feet MSL.
NOTE: RWY 18L: Tower and pole beginning 981 feet from DER, 708 feet left of centerline, up to 160 feet AGL/850 feet MSL. Multiple trees beginning 1235 feet from DER, 707 feet right of centerline, up to 48 feet AGL/767 feet MSL.
NOTE: RWY 18C: Multiple trees beginning 1688 feet from DER, 735 feet left of centerline, up to 108 feet AGL/787 feet MSL. Multiple trees beginning 3251 feet from DER, 995 feet right of centerline, up to 102 feet AGL/841 feet MSL.
NOTE: RWY 23: Multiple trees beginning 3493 feet from DER, 198 feet left of centerline, up to 99 feet AGL/818 feet MSL. Multiple trees beginning 1491 feet from DER, 603 feet right of centerline, up to 74 feet AGL/823 feet MSL.
NOTE: RWY 36C: Multiple trees beginning 1937 feet from DER, 725 feet left of centerline, up to 54 feet AGL/823 feet MSL. Multiple trees beginning 1420 feet from DER, 309 feet right of centerline up to 104 feet AGL/823 feet MSL.
NOTE: RWY 36R: Pole and multiple trees beginning 921 feet from DER, 416 feet left of centerline, up to 94 feet AGL/853 feet MSL. Railroad, antenna, multiple poles and trees beginning 471 feet from DER, 93 feet right of centerline, up to 96 feet AGL/855 feet MSL.

SE-2, 22 OCT 2009 to 19 NOV 2009

MAJIC ONE ARRIVAL

CHARLOTTE, NORTH CAROLINA



LIBERTY TRANSITION (LIB.MAJIC1): From over LIB VORTAC via LIB R-273 to MAJIC INT. Thence. . . .

LYNCHBURG TRANSITION (LYH.MAJIC1): From over LYH VORTAC via LYH R-219 and CLT R-039 to MAJIC INT. Thence. . . .

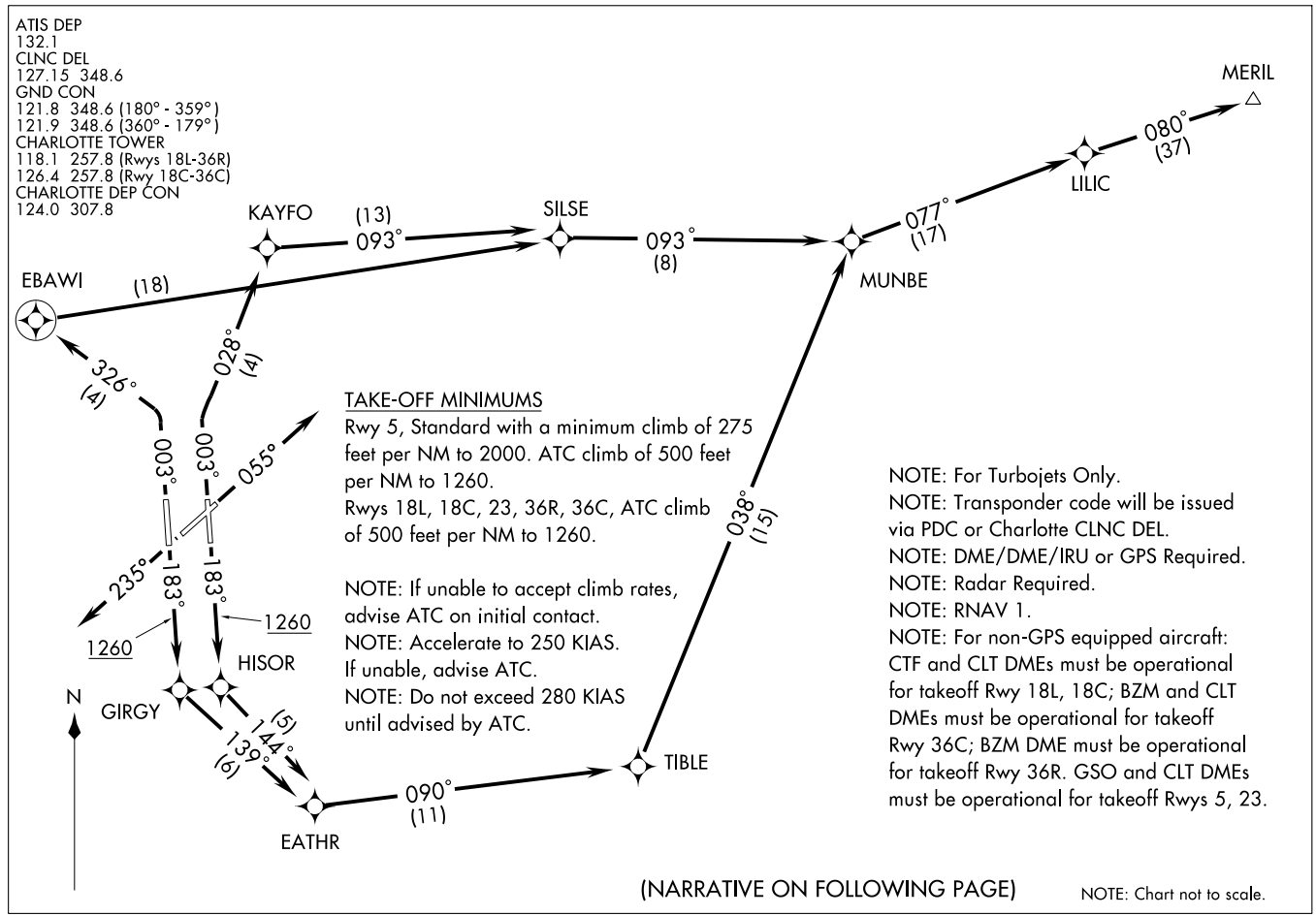
ROANOKE TRANSITION (ROA.MAJIC1): From over ROA VORTAC via ROA R-181 and CLT R-039 to MAJIC INT. Thence. . . .

. . . .From over MAJIC via CLT R-039 to:

LANDING NORTH: CLT VOR/DME. Expect radar vectors to final approach course prior to the CLT 5 DME fix.

LANDING SOUTH: GIZMO. Expect radar vectors to final approach course.

SE-2, 22 OCT 2009 to 19 NOV 2009



(MERIL4.MERIL) 09015

MERIL FOUR DEPARTURE (RNAV)

SL-78 (FAA)

CHARLOTTE/DOUGLAS INTL (CLT)

CHARLOTTE, NORTH CAROLINA

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 5: Climb heading 055° or as assigned by ATC, expect vectors to MUNBE, thence....
TAKE-OFF RWY 18L: Climb heading 183° to 1260, then direct HISOR, then via depicted route to MUNBE, thence....
TAKE-OFF RWY 18C: Climb heading 183° to 1260, then direct GIRGY, then via depicted route to MUNBE, thence....
TAKE-OFF RWY 23: Climb heading 235° or as assigned by ATC, expect vectors to MUNBE, thence....
TAKE-OFF RWY 36R: Climb heading 003° to intercept the 028° course to KAYFO, then via depicted route to MUNBE, thence....
TAKE-OFF RWY 36C: Climb heading 003° to intercept the 326° course to EBAWI, then right turn direct SILSE, then via depicted route to MUNBE, thence....

....via depicted route to MERIL. Maintain 8000. Expect clearance to filed altitude within 10 minutes after departure.

TAKE-OFF OBSTACLES:

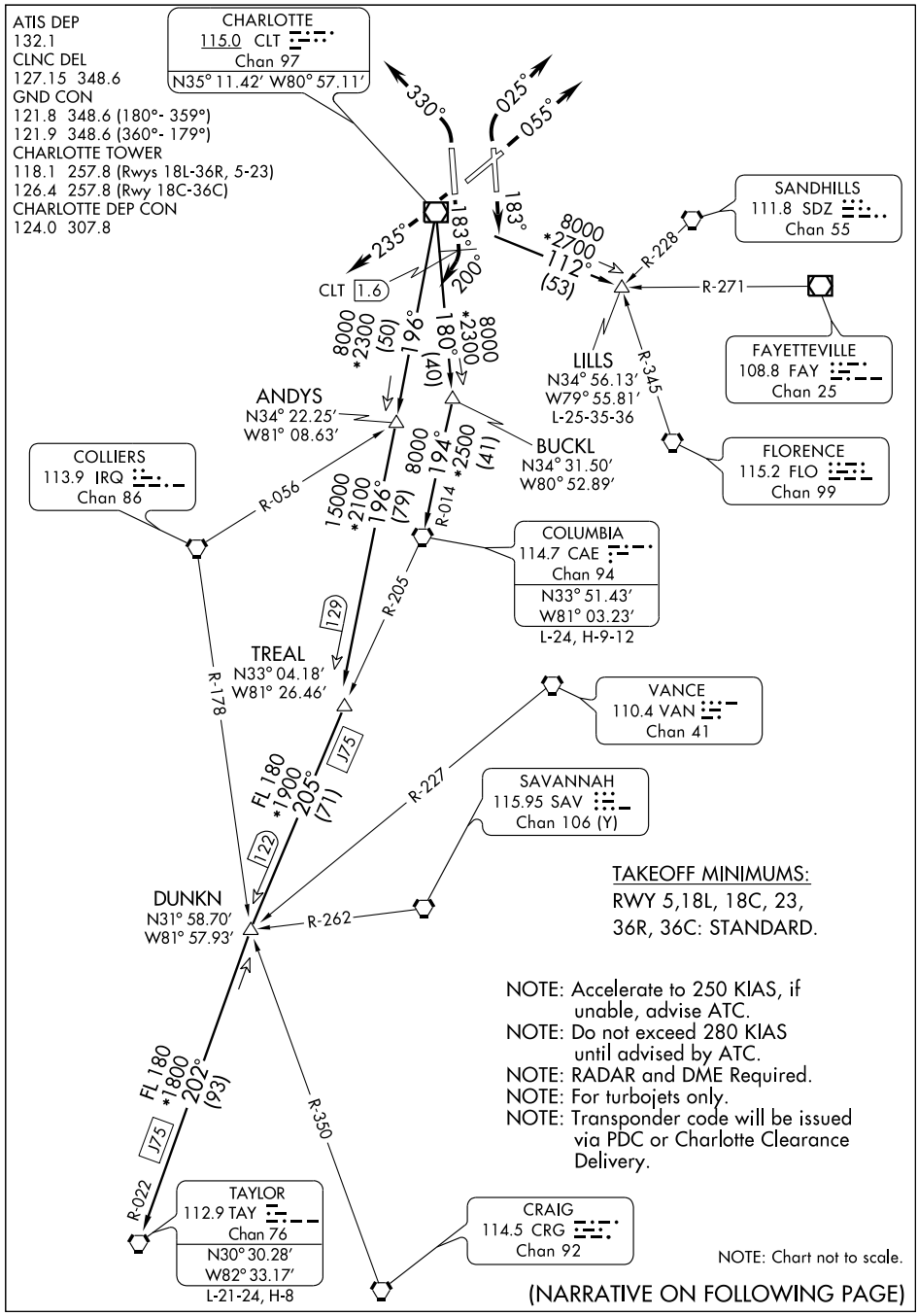
NOTE: RWY 5: Multiple trees beginning 1031 feet from DER, 480 feet left of centerline, up to 127 feet AGL/856 feet MSL.
NOTE: RWY 18L: Tower and pole beginning 981 feet from DER, 708 feet left of centerline, up to 160 feet AGL/850 feet MSL. Multiple trees beginning 1235 feet from DER, 707 feet right of centerline, up to 48 feet AGL/767 feet MSL.
NOTE: RWY 18C: Multiple trees beginning 1688 feet from DER, 735 feet left of centerline, up to 108 feet AGL/787 feet MSL. Multiple trees beginning 3251 feet from DER, 995 feet right of centerline, up to 102 feet AGL/841 feet MSL.
NOTE: RWY 23: Multiple trees beginning 3493 feet from DER, 198 feet left of centerline, up to 99 feet AGL/818 feet MSL. Multiple trees beginning 1491 feet from DER, 603 feet right of centerline, up to 74 feet AGL/823 feet MSL.
NOTE: RWY 36C: Multiple trees beginning 1937 feet from DER, 725 feet left of centerline, up to 54 feet AGL/823 feet MSL. Multiple trees beginning 1420 feet from DER, 309 feet right of centerline, up to 104 feet AGL/823 feet MSL.
NOTE: RWY 36R: Pole and multiple trees beginning 921 feet from DER, 416 feet left of centerline, up to 94 feet AGL/853 feet MSL. Railroad, antenna, multiple poles and trees beginning 471 feet from DER, 93 feet right of centerline, up to 96 feet AGL/855 feet MSL.

SE-2, 22 OCT 2009 to 19 NOV 2009

PANTHER EIGHT DEPARTURE

SL-78 (FAA)

CHARLOTTE/DOUGLAS INTL (CLT)
CHARLOTTE, NORTH CAROLINA



(NARRATIVE ON FOLLOWING PAGE)

SE-2, 22 OCT 2009 to 19 NOV 2009

PANTHER EIGHT DEPARTURE

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 5: Climb heading 055°. Thence....
TAKEOFF RWY 18L: Climb heading 183°. Thence....
TAKEOFF RWY 18C: Climb heading 183° until passing CLT VOR/DME 1.6 DME, then turn right heading 200°. Thence....
TAKEOFF RWY 23: Climb heading 235°. Thence....
TAKEOFF RWY 36C: Climbing left turn heading 330°. Thence....
TAKEOFF RWY 36R: Climbing right turn heading 025°. Thence....

.... Expect radar vectors to intercept filed/assigned transition or enroute fix/navaid. Maintain 8000. Expect filed altitude/flight level 10 minutes after departure.

ANDYS TRANSITION (PAN8.ANDYS): From over CLT VOR/DME via CLT R-196 to ANDYS INT. Thence as filed.
COLUMBIA TRANSITION (PAN8.CAE): From over CLT VOR/DME via CLT R-180 and CAE R-014 to CAE VORTAC. Thence as filed.
LILLS TRANSITION (PAN8.LILLS): From over CLT VOR/DME via CLT R-112 to LILLS INT. Thence as filed.
TAYLOR TRANSITION (PAN8.TAY): From over CLT VOR/DME via CLT R-196 to TREAL INT and CAE R-205 to DUNKN INT and TAY R-022 to TAY VORTAC. Thence as filed.

TAKEOFF OBSTACLE NOTES:

NOTE: RWY 5: Multiple trees beginning 1031 feet from DER, 480 feet left of centerline, up to 127 feet AGL/856 feet MSL.
NOTE: RWY 18L: Tower and pole beginning 981 feet from DER, 708 feet left of centerline, up to 160 feet AGL/850 feet MSL. Multiple trees beginning 1235 feet from DER, 707 feet right of centerline, up to 48 feet AGL/767 feet MSL.
NOTE: RWY 18C: Multiple trees beginning 1688 feet from DER, 735 feet left of centerline, up to 108 feet AGL/787 feet MSL. Multiple trees beginning 3251 feet from DER, 995 feet right of centerline, up to 102 feet AGL/841 feet MSL.
NOTE: RWY 23: Multiple trees beginning 3493 feet from DER, 198 feet left of centerline, up to 99 feet AGL/818 feet MSL. Multiple trees beginning 1491 feet from DER, 603 feet right of centerline, up to 74 feet AGL/823 feet MSL.
NOTE: RWY 36C: Multiple trees beginning 1937 feet from DER, 725 feet left of centerline, up to 54 feet AGL/823 feet MSL. Multiple trees beginning 1420 feet from DER, 309 feet right of centerline up to 104 feet AGL/823 feet MSL.
NOTE: RWY 36R: Pole and multiple trees beginning 921 feet from DER, 416 feet left of centerline, up to 94 feet AGL/853 feet MSL. Railroad, antenna, multiple poles and trees beginning 471 feet from DER, 93 feet right of centerline, up to 96 feet AGL/855 feet MSL.

SE-2, 22 OCT 2009 to 19 NOV 2009

WAAS	APP CRS	Rwy Idg	7232
CH 70300	055°	TDZE	716
W05A		Apt Elev	748

RNAV (GPS) RWY 5

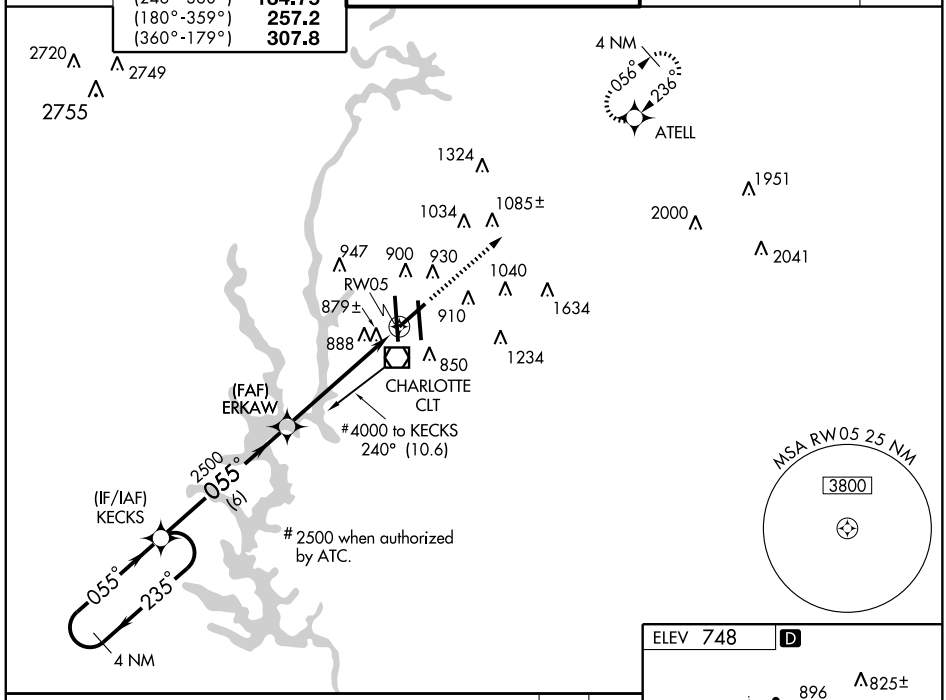
CHARLOTTE/DOUGLAS INTL (CLT)

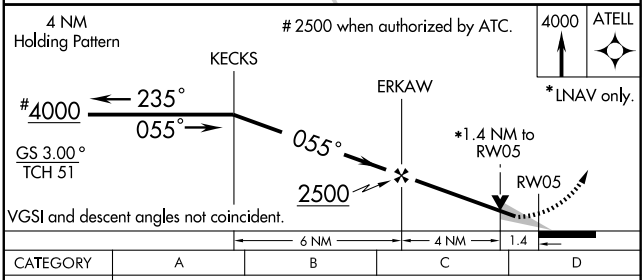
GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA. Baro-VNAV NA below -16°C (4°F). For inoperative MALSR increase LNAV Cat. D visibility to RVR 6000. Circling NA at night.

MALSR

MISSED APPROACH: Climb to 4000 direct ATELL and hold.

ATIS	CHARLOTTE APP CON		CHARLOTTE TOWER		GND CON		CLNC DEL
ARR 121.15	(001°-119°)	128.32	(Rwys 18L-36R, 5-23)	118.1 257.8	(180°-359°)	121.8 348.6	127.15
DEP 132.1	(120°-245°)	120.05	(Rwy 18C-36C)	126.4 257.8	(360°-179°)	121.9 348.6	348.6
	(246°-360°)	134.75					
	(180°-359°)	257.2					
	(360°-179°)	307.8					





CATEGORY	A	B	C	D
LPV DA	1060/40 344 (400-¾)			
LNAV/VNAV DA	1180/60 464 (500-1¼)			
LNAV MDA	1140/24 424 (400-½)		1140/40 424 (400-¾)	1140/50 424 (400-1)
CIRCLING	1240-1¾ 492 (500-1¾)			1300-2 552 (600-2)

HIRL all Rwys
REIL Rwys 18L and 23
TDZ/CL Rwys 36C and 36R

SE-2, 22 OCT 2009 to 19 NOV 2009

RNAV (GPS) RWY 18C

CHARLOTTE/DOUGLAS INTL (CLT)

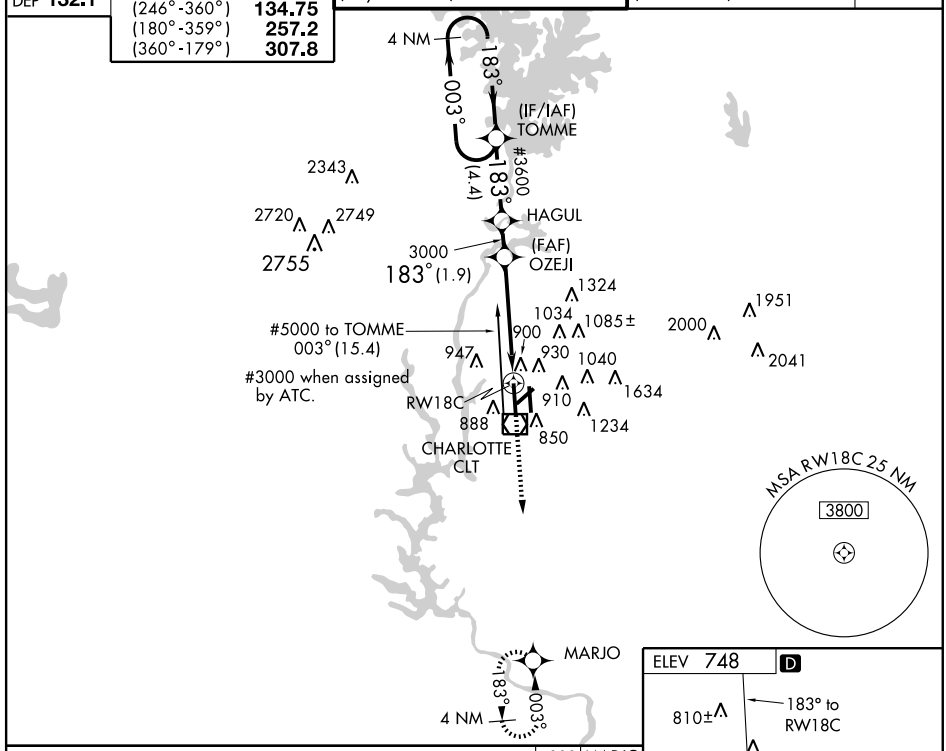
WAAS	APP CRS	Rwy Idg	10000
CH 81800	183°	TDZE	742
W18B		Apt Elev	748

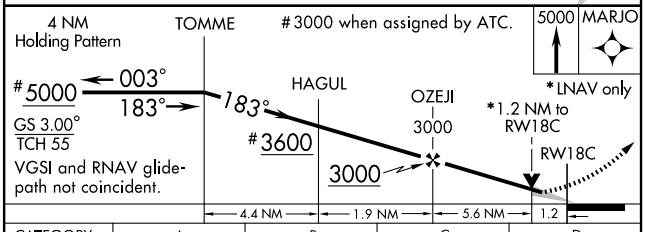
Circling NA at night. For inoperative MALSR, increase LPV all Cats. visibility to RVR 5000. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA.

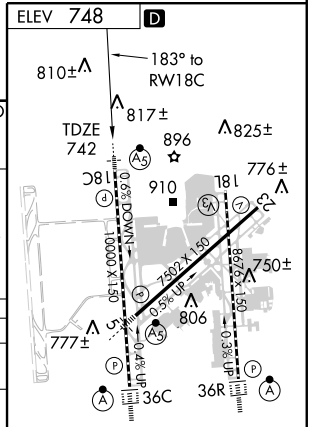
MALSR

MISSED APPROACH: Climb to 5000 direct to MARJO and hold.

ATIS	CHARLOTTE APP CON		CHARLOTTE TOWER		GND CON		CLNC DEL
ARR 121.15	(001°-119°)	128.32	(Rwys 18L-36R, 5-23)	118.1 257.8	(180°-359°)	121.8 348.6	127.15
DEP 132.1	(120°-245°)	120.05	(Rwy 18C-36C)	126.4 257.8	(360°-179°)	121.9 348.6	348.6
	(246°-360°)	134.75					
	(180°-359°)	257.2					
	(360°-179°)	307.8					







CATEGORY	A	B	C	D
LPV DA	1039/24 297 (300-½)			
LNAV/VNAV DA	1200/50 458 (500-1)			
LNAV MDA	1200/24 458 (500-½)		1200/40 458 (500-¾)	1200/50 458 (500-1)
CIRCLING	1240-1 492 (500-1)		1240-1½ 492 (500-1½)	1300-2 552 (600-2)

SE-2, 22 OCT 2009 to 19 NOV 2009

RNAV (GPS) RWY 18L

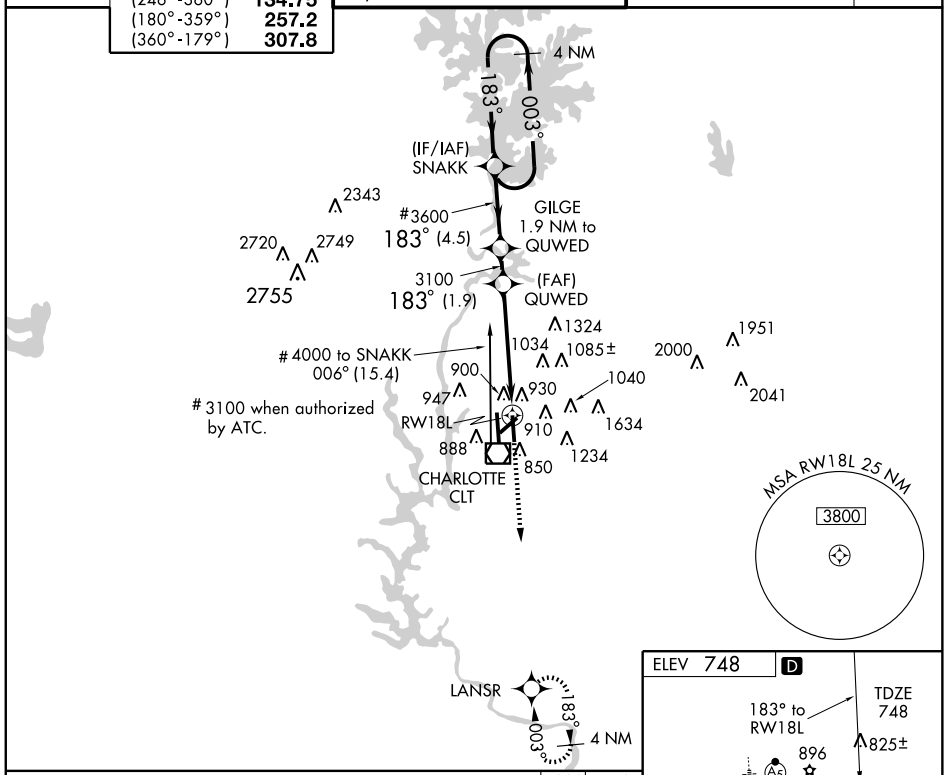
CHARLOTTE/DOUGLAS INTL (CLT)

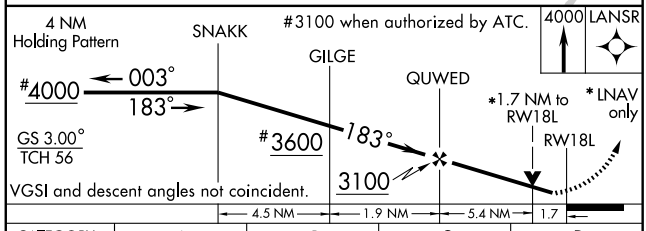
WAAS	APP CRS	Rwy Idg	8676
CH 77500	183°	TDZE	748
W18A		Apt Elev	748

GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA. Baro-VNAV NA below -16°C (4°F). Circling NA at night.

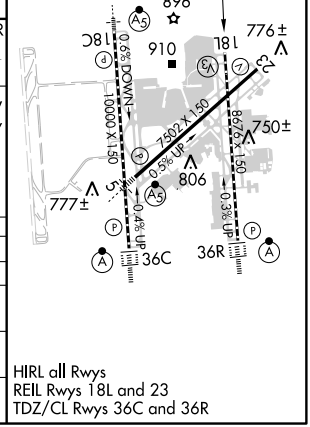
MISSED APPROACH: Climb to 4000 direct LANSR and hold.

ATIS	CHARLOTTE APP CON		CHARLOTTE TOWER		GND CON		CLNC DEL
ARR 121.15	(001°-119°)	128.32	(Rwys 18L-36R, 5-23)	118.1 257.8	(180°-359°)	121.8 348.6	127.15
DEP 132.1	(120°-245°)	120.05	(Rwy 18C-36C)	126.4 257.8	(360°-179°)	121.9 348.6	348.6
	(246°-360°)	134.75					
	(180°-359°)	257.2					
	(360°-179°)	307.8					





CATEGORY	A	B	C	D
LPV DA	1080/60 332 (400-1¼)			
LNAV/VNAV DA	1240-1¾ 492 (500-1¾)			
LNAV MDA	1280/50 532 (600-1)		1280-1½ 532 (600-1½)	1280-1¾ 532 (600-1¾)
CIRCLING	1280-1¾ 532 (600-1¾)			1300-2 552 (600-2)



HIRL all Rwys
REIL Rwys 18L and 23
TDZ/CL Rwys 36C and 36R

SE-2, 22 OCT 2009 to 19 NOV 2009

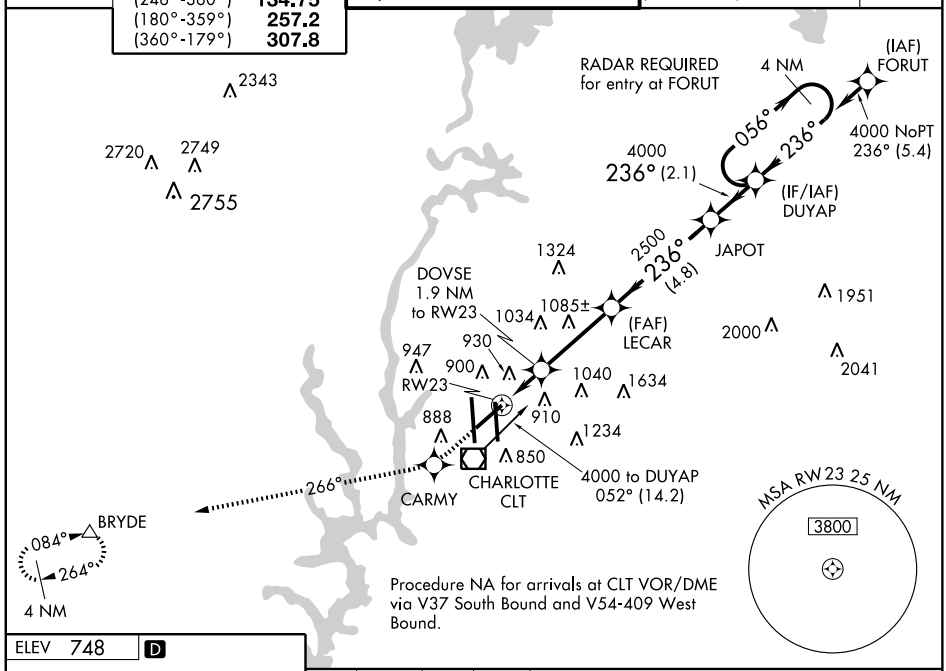
WAAS	APP CRS	Rwy Idg	7502
CH 45906	236°	TDZE	747
W23A		Apt Elev	748

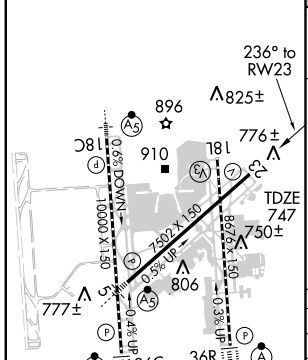
RNAV (GPS) RWY 23
CHARLOTTE/DOUGLAS INTL (CLT)

Circling NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA.

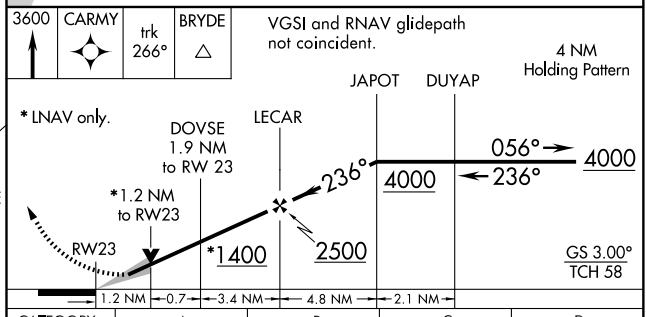
MISSED APPROACH: Climb to 3600 direct CARMY and via 266° track to BRYDE and hold.

ATIS	CHARLOTTE APP CON		CHARLOTTE TOWER			GND CON		CLNC DEL
ARR 121.15	(001°-119°)	128.32	(Rwys 18L-36R, 5-23)	118.1	257.8	(180°-359°)	121.8 348.6	127.15
DEP 132.1	(120°-245°)	120.05	(Rwy 18C-36C)	126.4	257.8	(360°-179°)	121.9 348.6	348.6
	(246°-360°)	134.75						
	(180°-359°)	257.2						
	(360°-179°)	307.8						





HIRL all Rwys
REIL Rwys 18L and 23
TDZ/CL Rwys 36C and 36R



CATEGORY	A	B	C	D
LPV DA	1095/60		348 (400-1¼)	
LNAV/VNAV DA	1222-1¾		475 (500-1¾)	
LNAV MDA	1180/50	433 (500-1)	1180/60 433 (500-1¼)	1180-1½ 433 (500-1½)
CIRCLING	1240-1	492 (500-1)	1240-1½ 492 (500-1½)	1300-2 552 (600-2)

SE-2, 22 OCT 2009 to 19 NOV 2009

WAAS	APP CRS	Rwy Idg	10000
CH 86200	003°	TDZE	707
W36B		Apt Elev	748

RNAV (GPS) RWY 36C

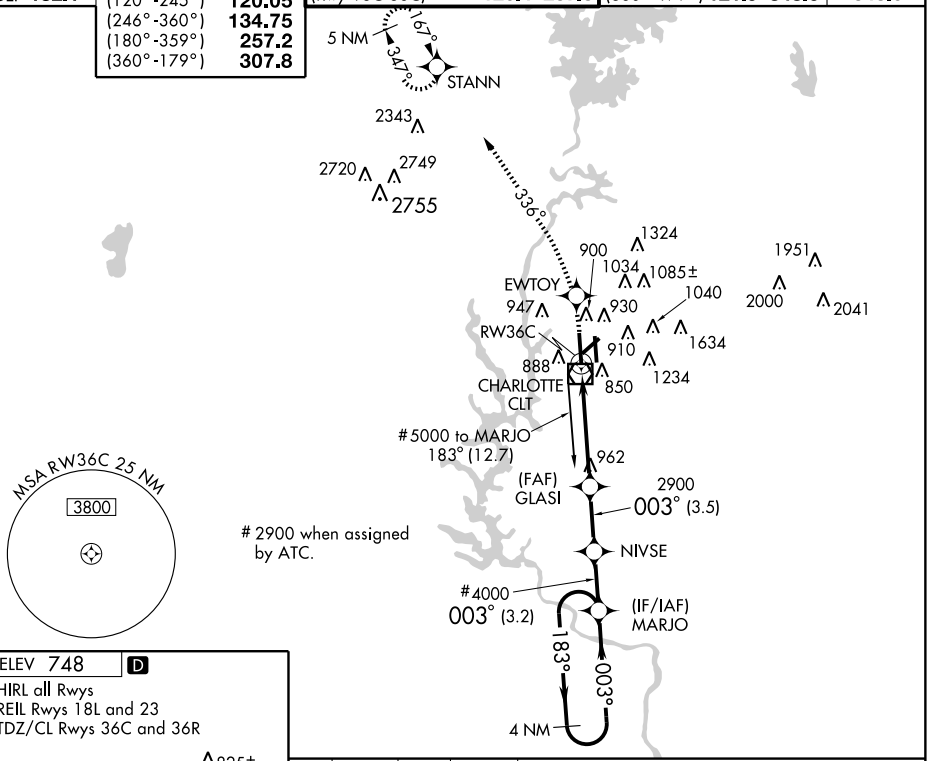
CHARLOTTE/DOUGLAS INTL (CLT)

Circling NA at night. For inoperative ALSF, increase LPV all Cats. visibility to RVR 5000. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA.

ALSF-2

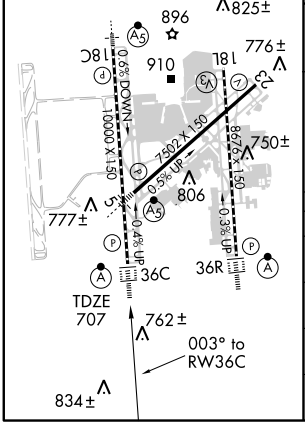
MISSED APPROACH: Climb to 5000 direct EWTOY and via 336° track to STANN and hold.

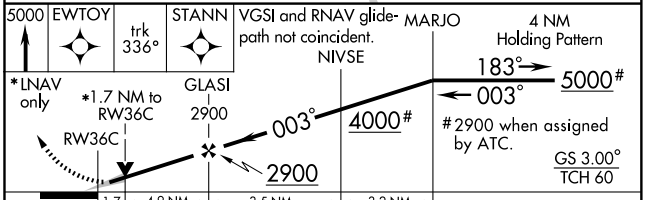
ATIS	CHARLOTTE APP CON		CHARLOTTE TOWER		GND CON		CLNC DEL
ARR 121.15	(001°-119°)	128.32	(Rwys 18L-36R, 5-23)	118.1 257.8	(180°-359°)	121.8 348.6	127.15
DEP 132.1	(120°-245°)	120.05	(Rwy 18C-36C)	126.4 257.8	(360°-179°)	121.9 348.6	348.6
	(246°-360°)	134.75					
	(180°-359°)	257.2					
	(360°-179°)	307.8					



ELEV 748 D

HIRL all Rwys
REIL Rwys 18L and 23
TDZ/CL Rwys 36C and 36R





CATEGORY	A	B	C	D
LPV DA	990/24 283 (300-½)			
LNAV/VNAV DA	1140/50 433 (400-1)			
LNAV MDA	1300/24 593 (600-½)		1300/50 593 (600-1)	1300/60 593 (600-1¼)
CIRCLING	1300-1 552 (600-1)		1300-1½ 552 (600-1½)	1300-2 552 (600-2)

SE-2, 22 OCT 2009 to 19 NOV 2009

WAAS	APP CRS	Rwy Idg	8676
CH 90100	003°	TDZE	727
W36A		Apt Elev	748

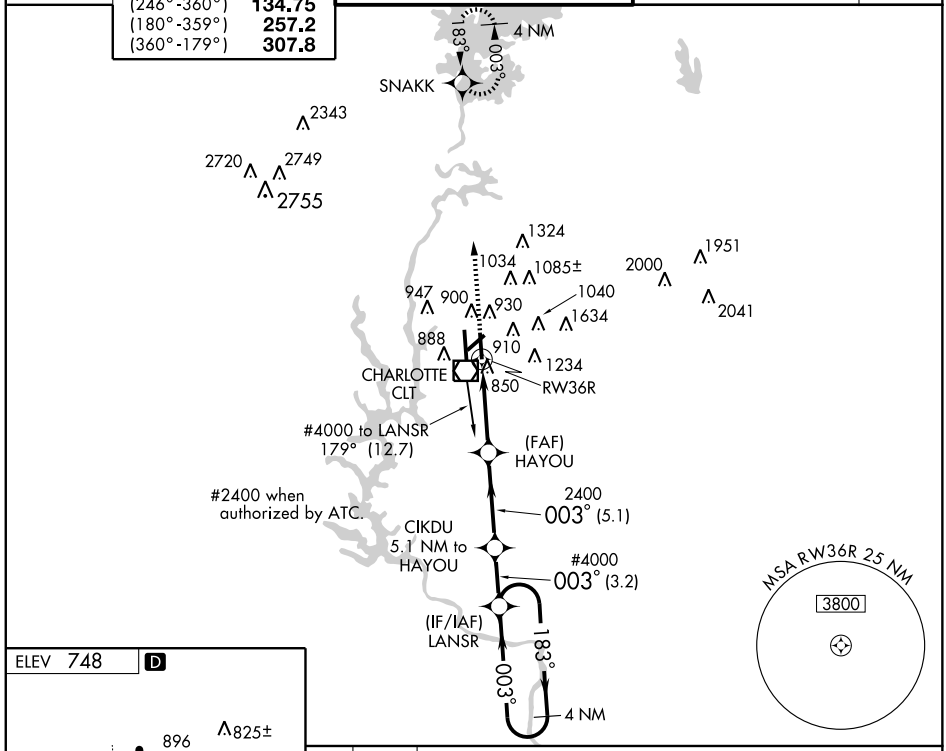
RNAV (GPS) RWY 36R
CHARLOTTE/DOUGLAS INTL (CLT)

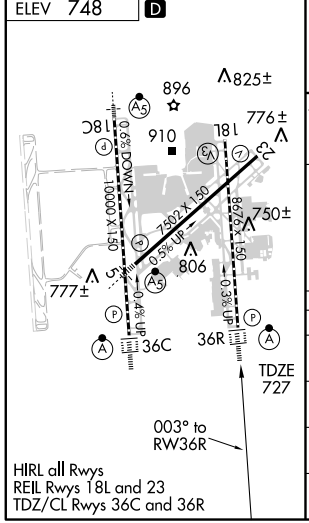
GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA. Baro-VNAV NA below -16°C (4°F). Circling NA at night.

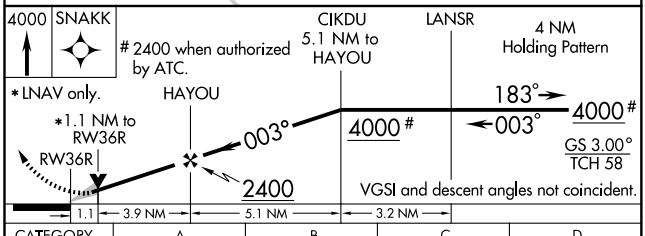
ALSF-2

MISSED APPROACH: Climb to 4000 direct SNAKK and hold.

ATIS	CHARLOTTE APP CON		CHARLOTTE TOWER		GND CON		CLNC DEL
ARR 121.15	(001°-119°)	128.32	(Rwys 18L-36R, 5-23)	118.1 257.8	(180°-359°)	121.8 348.6	127.15
DEP 132.1	(120°-245°)	120.05	(Rwy 18C-36C)	126.4 257.8	(360°-179°)	121.9 348.6	348.6
	(246°-360°)	134.75					
	(180°-359°)	257.2					
	(360°-179°)	307.8					

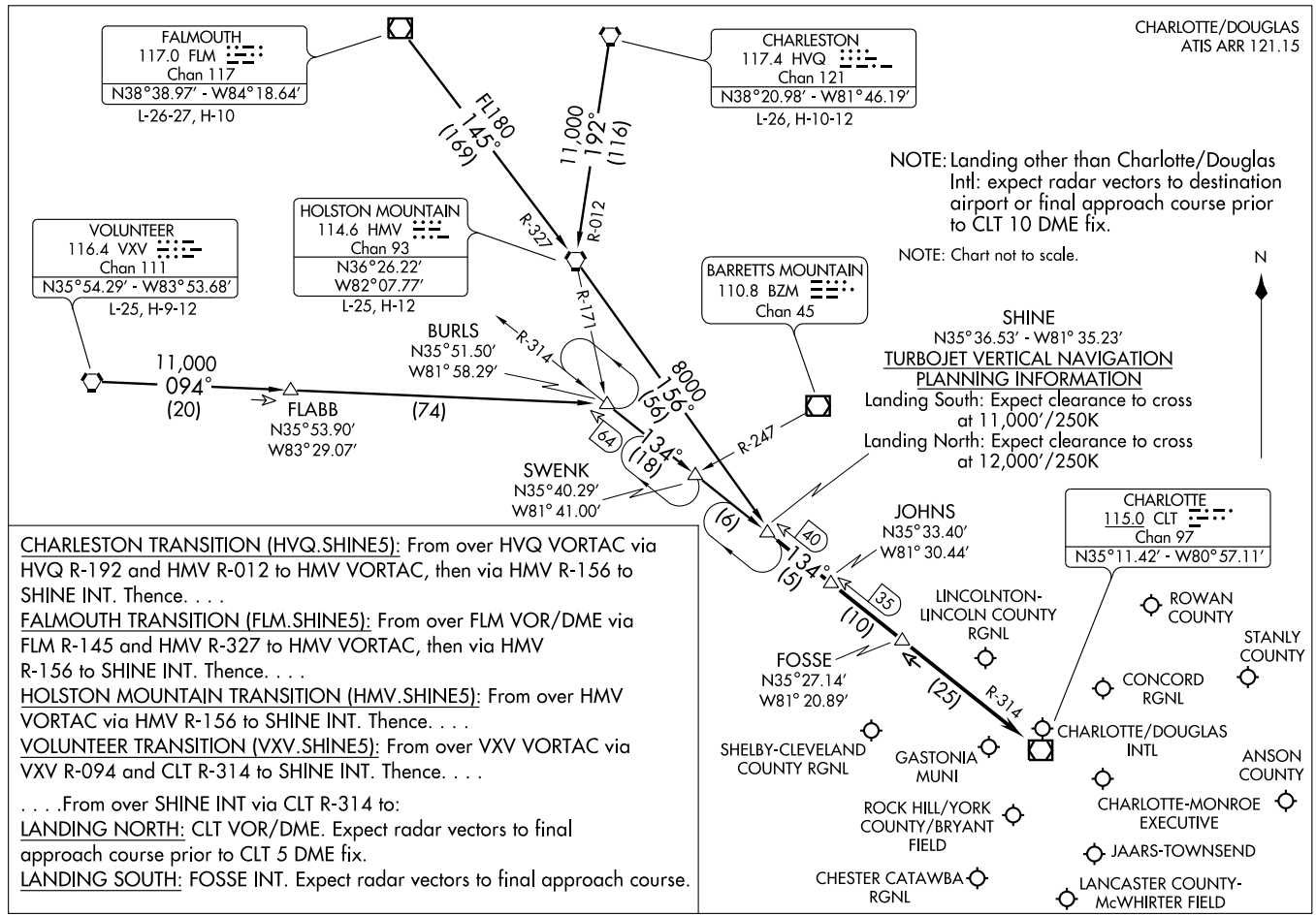






CATEGORY	A	B	C	D
LPV DA	1010/24 283 (300-½)			
LNAV/VNAV DA	1180/50 453 (500-1)			
LNAV MDA	1140/24 413 (400-½)		1140/40 413 (400-¾)	1140/50 413 (400-1)
CIRCLING	1240-1½ 492 (500-1½)			1300-2 552 (600-2)

SE-2, 22 OCT 2009 to 19 NOV 2009



CHARLESTON TRANSITION (HVQ.SHINE5): From over HVQ VORTAC via HVQ R-192 and HMV R-012 to HMV VORTAC, then via HMV R-156 to SHINE INT. Thence. . . .

FALMOUTH TRANSITION (FLM.SHINE5): From over FLM VOR/DME via FLM R-145 and HMV R-327 to HMV VORTAC, then via HMV R-156 to SHINE INT. Thence. . . .

HOLSTON MOUNTAIN TRANSITION (HMV.SHINE5): From over HMV VORTAC via HMV R-156 to SHINE INT. Thence. . . .

VOLUNTEER TRANSITION (VXV.SHINE5): From over VXV VORTAC via VXV R-094 and CLT R-314 to SHINE INT. Thence. . . .

. . . .From over SHINE INT via CLT R-314 to:

LANDING NORTH: CLT VOR/DME. Expect radar vectors to final approach course prior to CLT 5 DME fix.

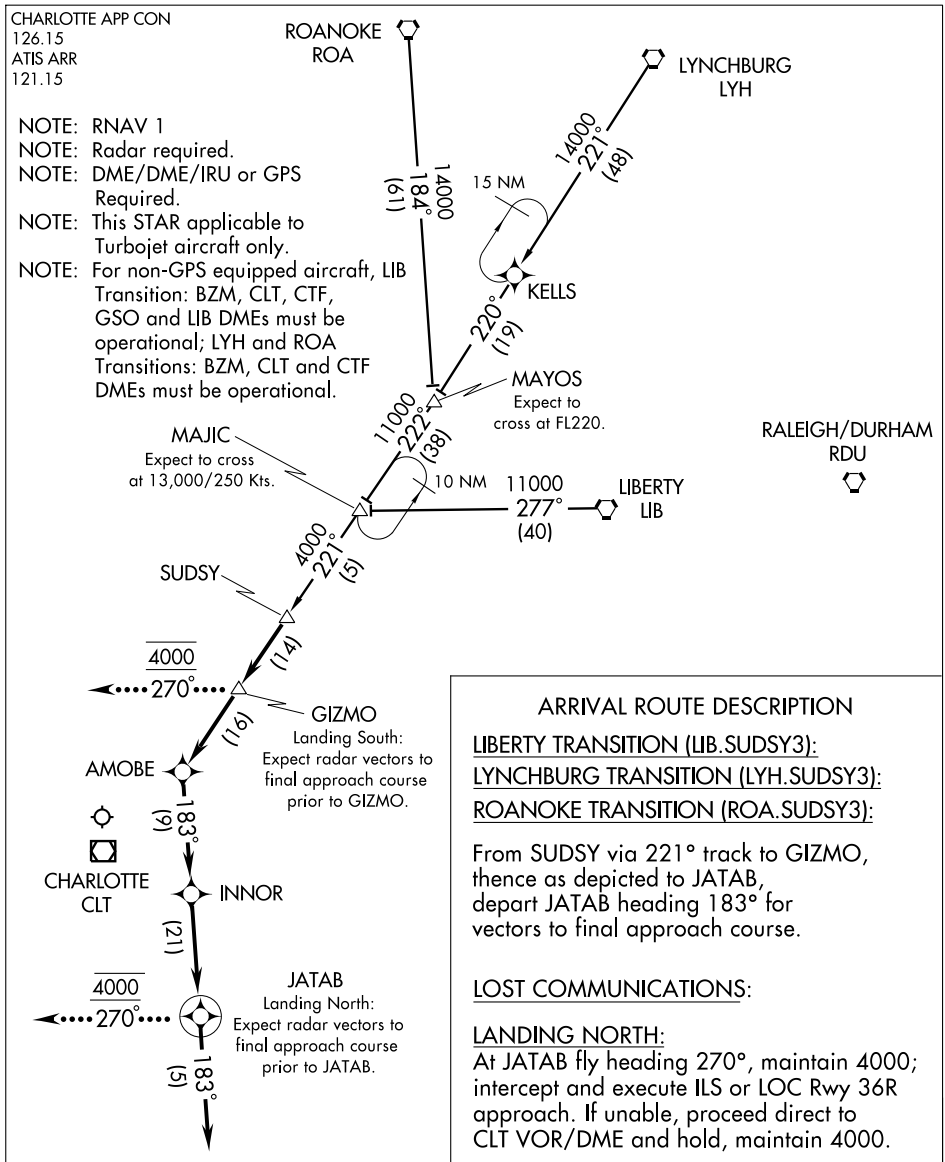
LANDING SOUTH: FOSSE INT. Expect radar vectors to final approach course.

(SUDSY.SUDSY3) 08269

SUDSY THREE ARRIVAL (RNAV)

ST-78 (FAA)

CHARLOTTE/DOUGLAS INTL
CHARLOTTE, NORTH CAROLINA



ARRIVAL ROUTE DESCRIPTION

LIBERTY TRANSITION (LIB.SUDSY3):

LYNCHBURG TRANSITION (LYH.SUDSY3):

ROANOKE TRANSITION (ROA.SUDSY3):

From SUDSY via 221° track to GIZMO, thence as depicted to JATAB, depart JATAB heading 183° for vectors to final approach course.

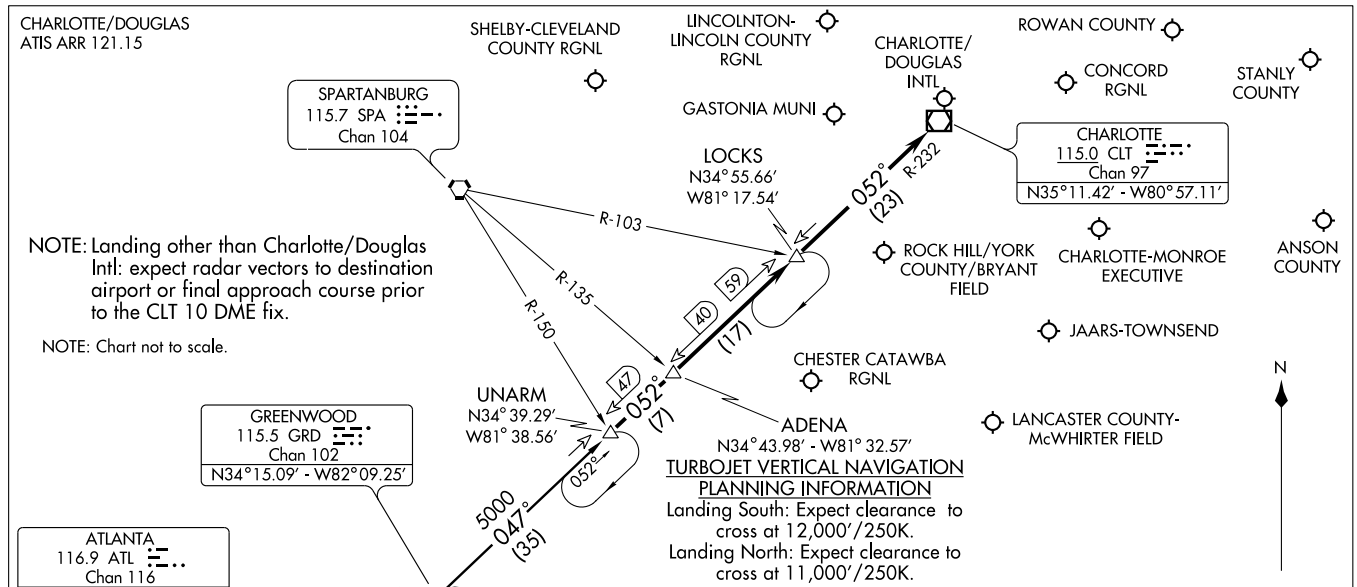
LOST COMMUNICATIONS:

LANDING NORTH:
At JATAB fly heading 270°, maintain 4000; intercept and execute ILS or LOC Rwy 36R approach. If unable, proceed direct to CLT VOR/DME and hold, maintain 4000.

LANDING SOUTH:
At GIZMO fly heading 270°, maintain 4000; intercept and execute ILS or LOC Rwy 18L approach. If unable, proceed direct to CLT VOR/DME and hold, maintain 4000.

NOTE: Chart not to scale.

SE-2, 22 OCT 2009 to 19 NOV 2009



NOTE: Landing other than Charlotte/Douglas Intl: expect radar vectors to destination airport or final approach course prior to the CLT 10 DME fix.

NOTE: Chart not to scale.

TURBOJET VERTICAL NAVIGATION PLANNING INFORMATION
Landing South: Expect clearance to cross at 12,000′/250K.
Landing North: Expect clearance to cross at 11,000′/250K.

TURBOJET VERTICAL NAVIGATION PLANNING INFORMATION
Expect clearance to cross at FL240

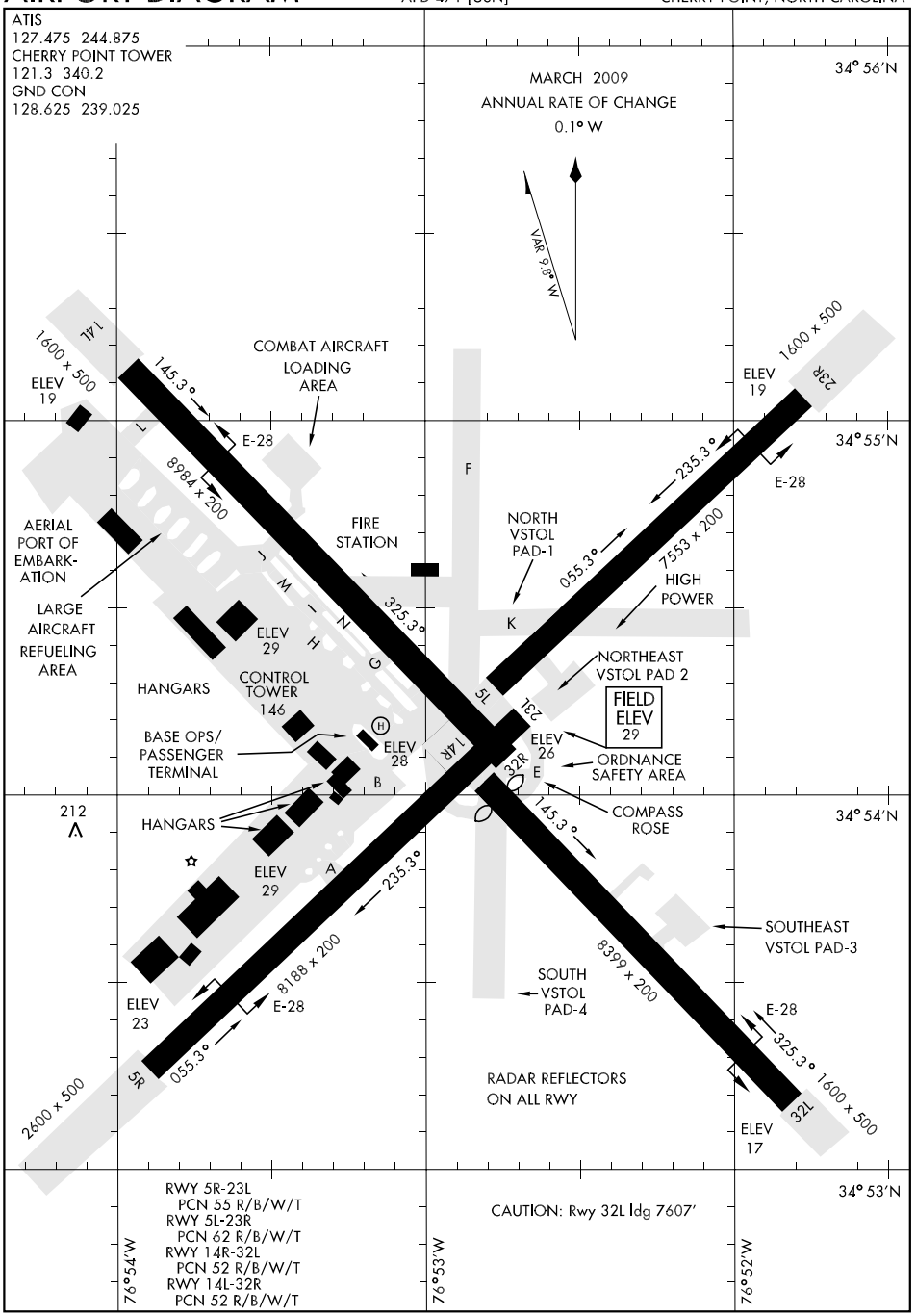
ATLANTA TRANSITION (ATL.UNARM1): From over ATL VORTAC via ATL R-071 and GRD R-254 to GRD VORTAC. Then via GRD R-047 and CLT R-232 to UNARM INT. Thence. . . .

COLLIERS TRANSITION (IRQ.UNARM1): From over IRQ VORTAC via IRQ R-005 and GRD R-182 to GRD VORTAC. Then via GRD R-047 and CLT R-232 to UNARM INT. Thence. . . .

. . . . From over UNARM INT via CLT R-232 to:

LANDING NORTH: LOCKS INT. Expect radar vectors to final approach course.

LANDING SOUTH: CLT VOR/DME. Expect radar vectors to final approach course prior to CLT 5 DME fix.



RWY 5R-23L
PCN 55 R/B/W/T
RWY 5L-23R
PCN 62 R/B/W/T
RWY 14R-32L
PCN 52 R/B/W/T
RWY 14L-32R
PCN 52 R/B/W/T

CAUTION: Rwy 32L ldg 7607'

SE-2, 22 OCT 2009 to 19 NOV 2009

COPTER TACAN RWY 23R

TACAN	APCH CRS	Rwy ldg	7553
NKT Chan 75	225°	TDZE	23
		Arpt Elev	29

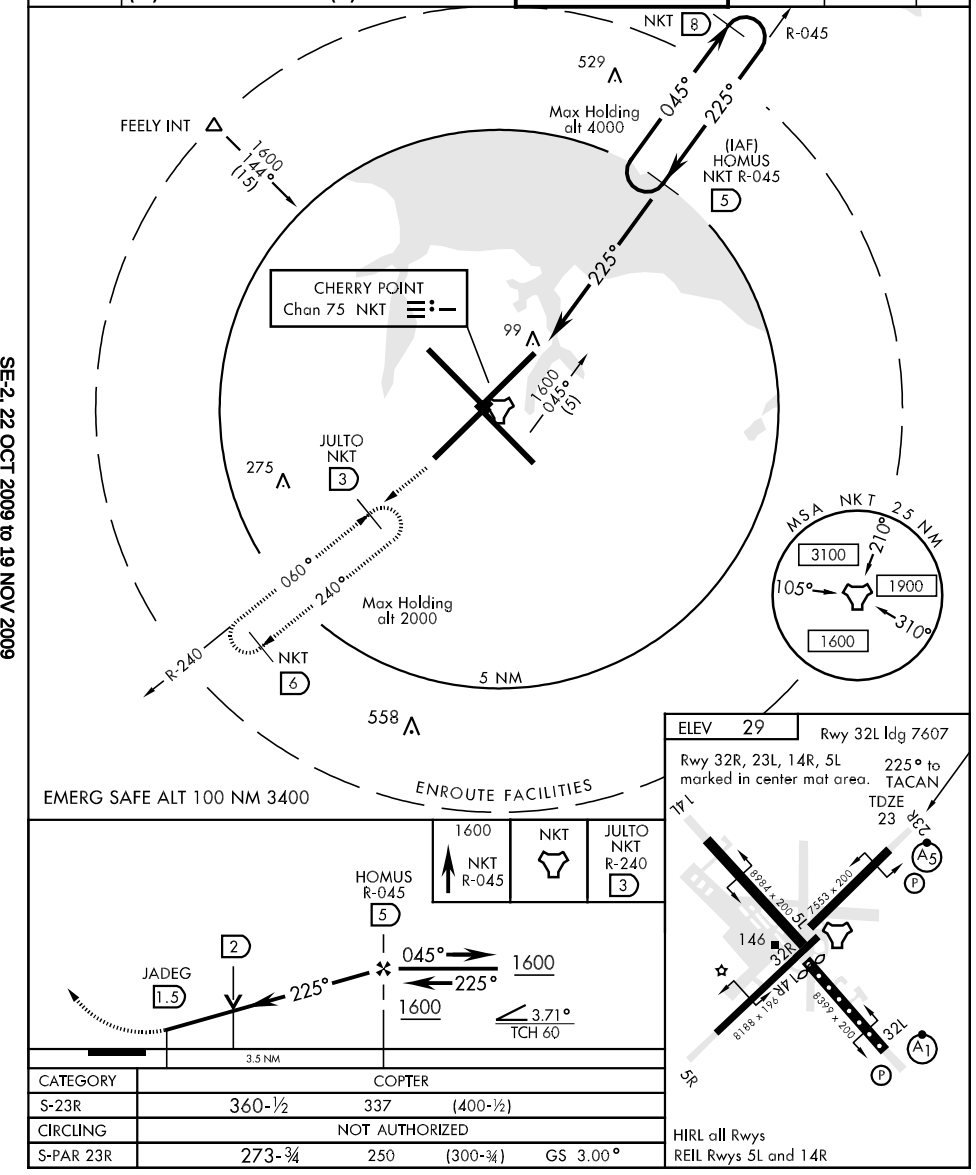
AL-471 [USN] CHERRY POINT MCAS (CUNNINGHAM FLD) (KNKT)

▼ Procedure not authorized for tiltrotor aircraft.

MALSR A5

MISSED APPROACH: Climb to 1600 via NKT R-045 to NKT TACAN, then via R-240 to JULTO and hold.

ATIS	CHERRY POINT APP CON	CHERRY POINT TOWER	GND CON	CLNC DEL	ASR/PAR
127.475 244.875	(E) 124.1 268.7 (abv 2600') (E) 132.575 299.6 (at/blw 2600') (W) 119.35 377.175 (N) 119.75 360.775	121.3 340.2	128.625 239.025	125.95 316.125	



CATEGORY	COPTER			
S-23R	360-½	337	(400-½)	
CIRCLING	NOT AUTHORIZED			
S-PAR 23R	273-¾	250	(300-¾)	GS 3.00°

HIRL all Rwys
REIL Rwys 5L and 14R

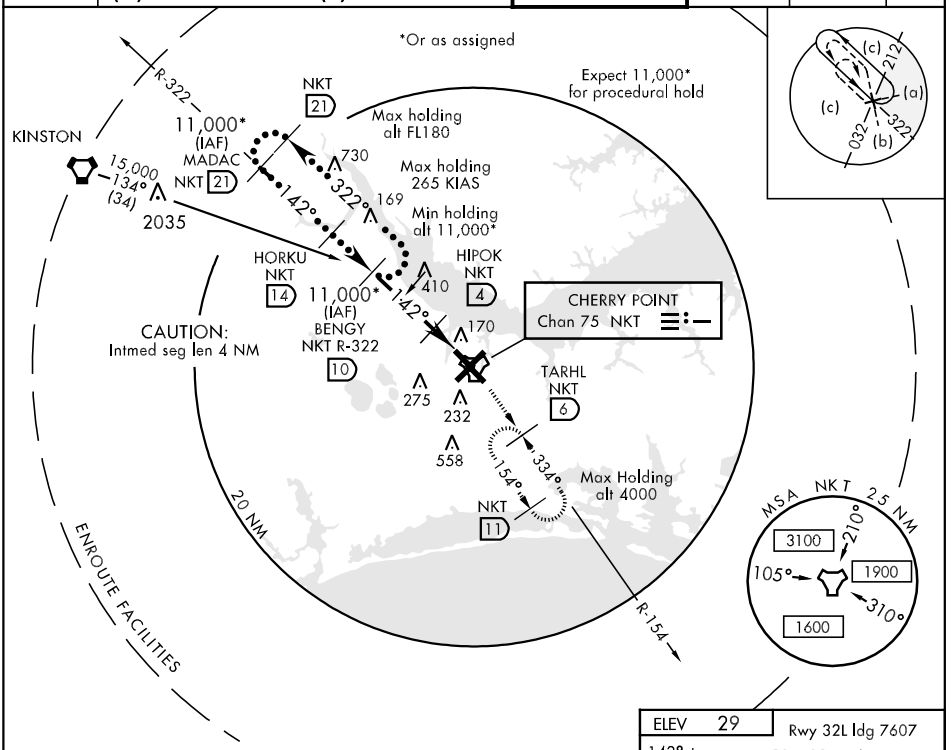
TACAN	APCH CRS	Rwy ldg	8984
Chan 75	142°	TDZE	26
		Arpt Elev	29

HI-TACAN RWY 14L

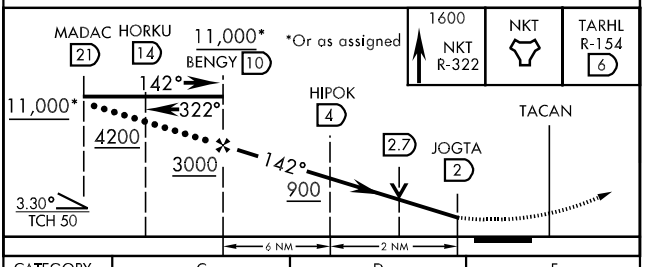
JAL-471 [USN] CHERRY POINT MCAS (CUNNINGHAM FLD) (KNKT)

MISSED APPROACH: Climb to 1600 via NKT R-322 to NKT TACAN then via R-154 to TARHL and hold.

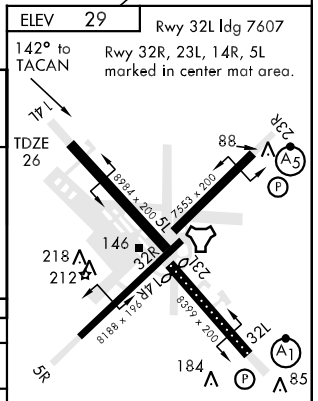
ATIS	CHERRY POINT APP CON	CHERRY POINT TOWER	GND CON	CLNC DEL	ASR/ PAR
127.475 244.875	(E) 124.1 268.7 (abv 2600') (E) 132.575 299.6 (at/blw 2600') (W) 119.35 377.175 (N) 119.75 360.775	121.3 340.2	128.625 239.025	125.95 316.125	



EMERG SAFE ALT 100 NM 3400



CATEGORY	C	D	E
S-14L	420-1 394 (400-1)	420-1¼ 394 (400-1¼)	420-1½ 394 (400-1½)
CIRCLING	540-1½ 511 (600-1½)	580-2	551 (600-2)
S-PAR 14L	126-½	100 (100-½)	GS 3.00°



HI-TACAN Y RWY 32L

TACAN	APCH CRS	Rwy Idg	7607
NKT Chan 75	334°	TDZE	26
		Arpt Elev	29

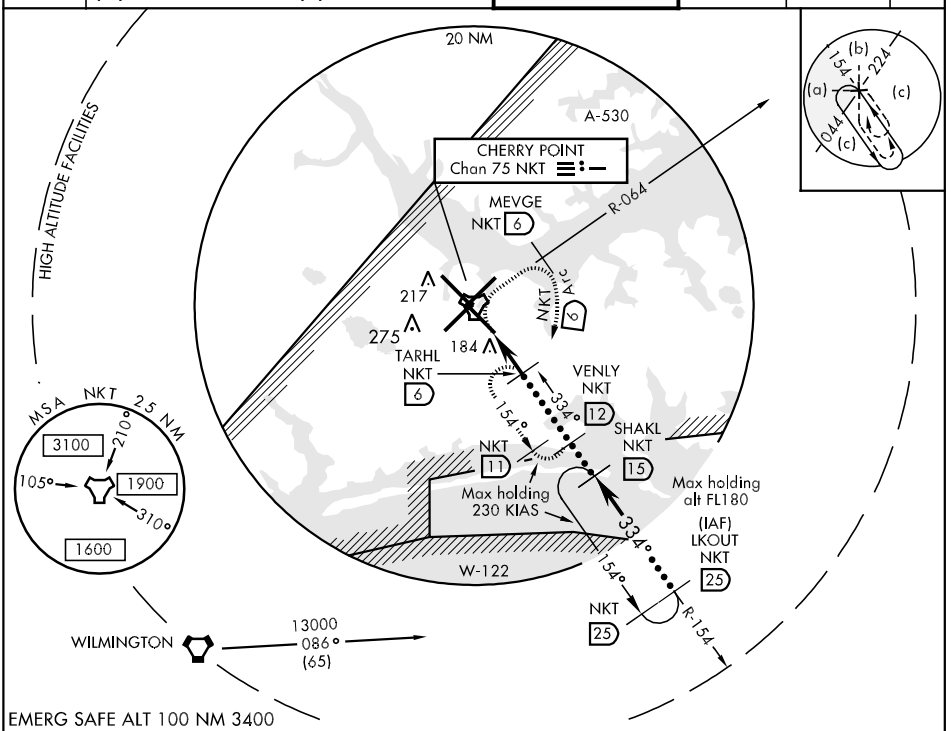
JAL-471 [USN] CHERRY POINT MCAS (CUNNINGHAM FLD) (KNKT)

* When ALS inop, increase vis CAT CD to 1¼ mile, CAT E to 1½ mile. PAR to ½ mile.

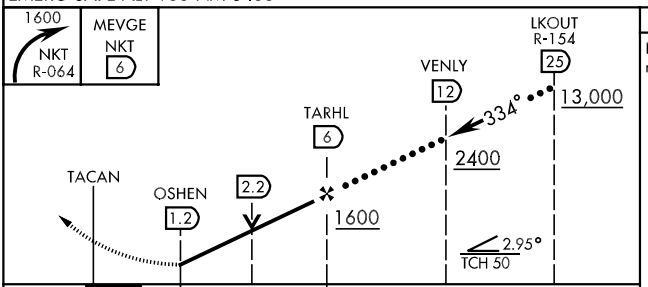
ALSF-1

MISSED APPROACH: Climbing right turn to 1600 via R-064 to MEVGE, arc E of NKT TACAN via 6 mile arc to TARHL and hold.

ATIS	CHERRY POINT APP CON	CHERRY POINT TOWER	GND CON	CLNC DEL	ASR/ PAR
127.475	(E) 124.1 268.7 (abv 2600')	121.3 340.2	128.625	125.95	
244.875	(E) 132.575 299.6 (at/blw 2600')		239.025	316.125	
	(W) 119.35 377.175 (N) 119.75 360.775				

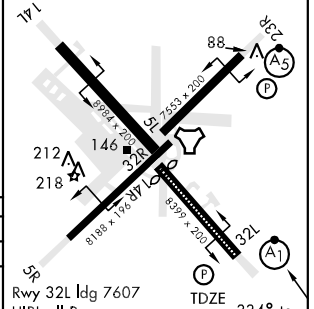


EMERG SAFE ALT 100 NM 3400



ELEV 29

Rwy 32R, 23L, 14R, 5L marked in center mat area.



Rwy 32L ldg 7607
HIRL all Rwy
REIL Rwys 5L and 14R

CATEGORY	C	D	E
S-32L *	440- ¾ 414	(500-¾)	440-1 414 (500-1)
CIRCLING	540-1½ 511 (600-1½)	580-2 551	(600-2)
S-PAR 32L *	126-¼	100 (100-¼)	GS 3.00 °

SE-2, 22 OCT 2009 to 19 NOV 2009

HI-TACAN Z RWY 32L

TACAN	APCH CRS	Rwy ldg	7607
NKT Chan 75	334°	TDZE	26
		Arpt Elev	29

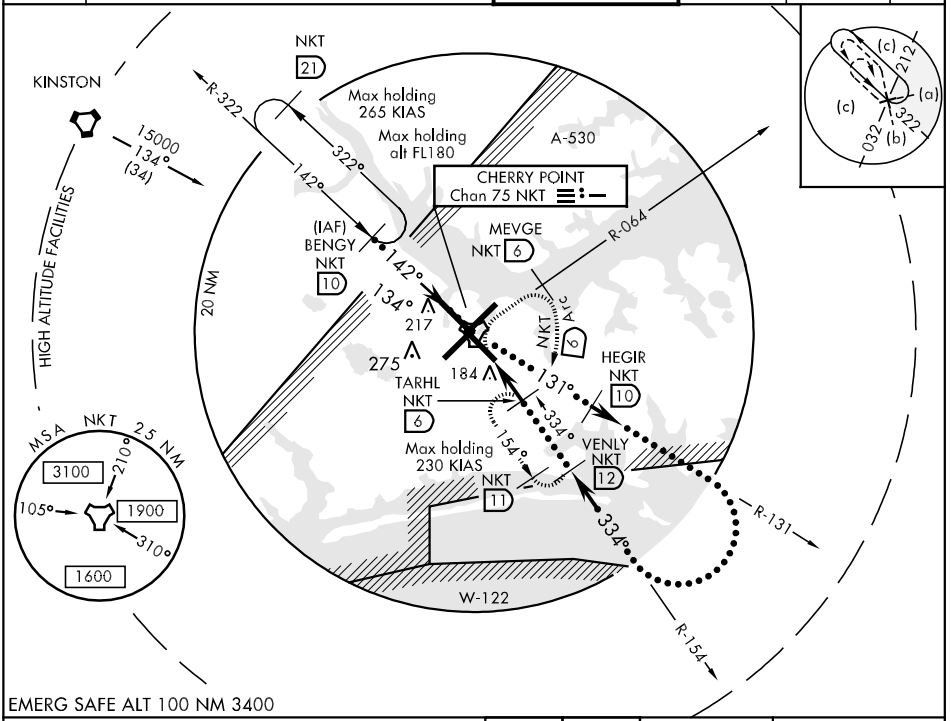
JAL-471 [USN] CHERRY POINT MCAS (CUNNINGHAM FLD) (KNKT)

* When ALS inop, increase vis CAT CD to 1¼ mile, CAT E to 1½ mile. PAR to ½ mile.

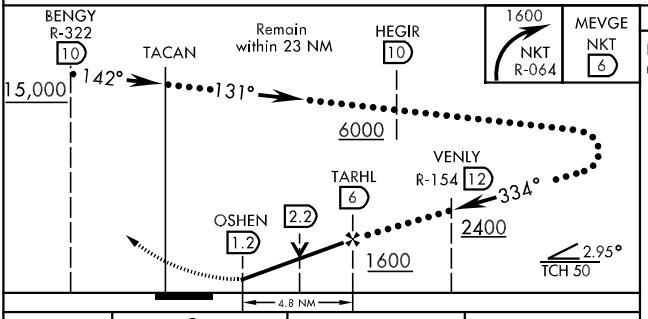
ALSF-1

MISSED APPROACH: Climbing right turn to 1600 via R-064 to MEVGE, arc E of NKT TACAN via 6 mile arc to TARHL and hold.

ATIS	CHERRY POINT APP CON	CHERRY POINT TOWER	GND CON	CLNC DEL	ASR/PAR
127.475	(E) 124.1 268.7 (abv 2600')	121.3 340.2	128.625	125.95	
244.875	(E) 132.575 299.6 (at/blw 2600')		239.025	316.125	
	(W) 119.35 377.175 (N) 119.75 360.775				



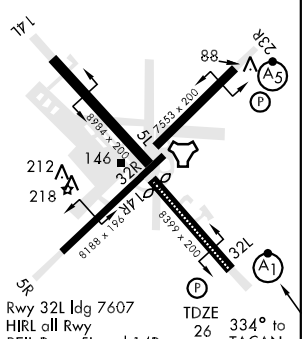
EMERG SAFE ALT 100 NM 3400



CATEGORY	C	D	E
S-32L *	440- ¾ 414 (500-¾)		440-1 414 (500-1)
CIRCLING	540-1½ 511 (600-1½)	580-2 551 (600-2)	
S-PAR 32L *	126-¼ 100 (100-¼)	GS 3.00°	

ELEV 29

Rwy 32R, 23L, 14R, 5L marked in center mat area.



ILS Y or LOC/DME RWY 23R

LOC I-NKT	APCH CRS	Rwy ldg	7553
108.9	235°	TDZE	23
Chan 26		Arpt Elev	29

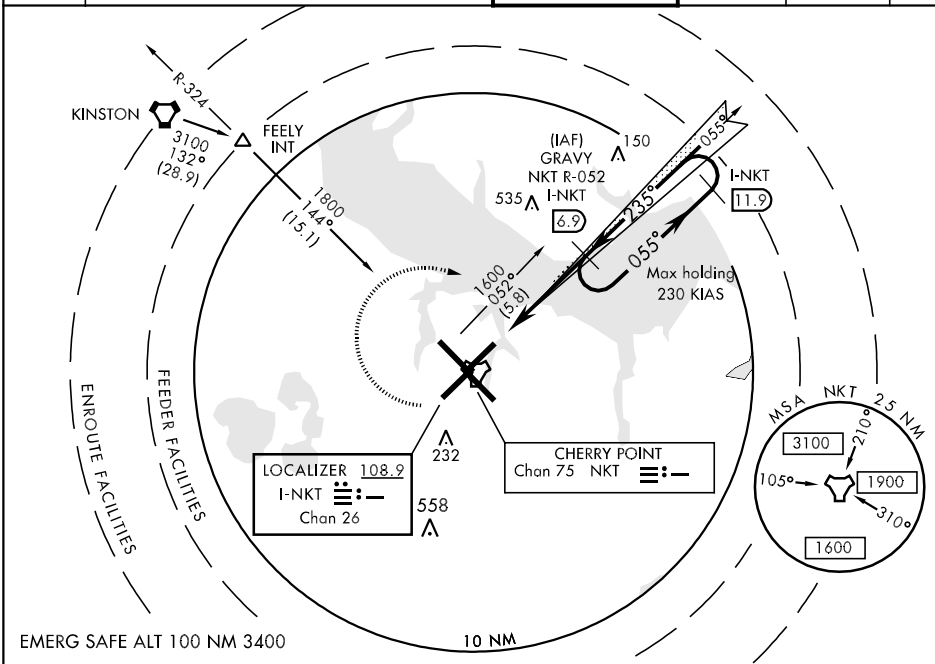
AL-471 [USN] CHERRY POINT MCAS (CUNNINGHAM FLD) (KNKT)

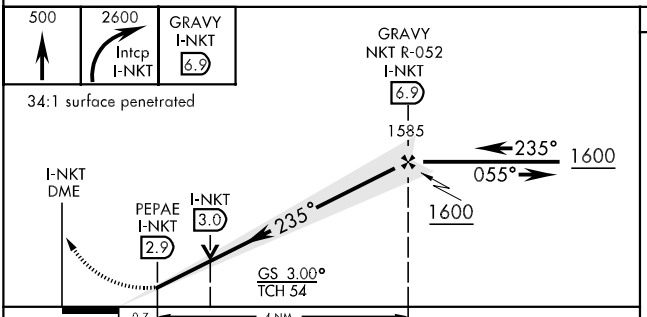
CAUTION: ILS RPI and PAPI RRP are not coincident.

MALSR (A5)

MISSED APPROACH: Climb to 500, then climbing right turn to 2600 via I-NKT north crs to GRAVY INT and hold.

ATIS	CHERRY POINT APP CON	CHERRY POINT TOWER	GND CON	CLNC DEL	ASR/ PAR
127.475	(E) 124.1 268.7 (abv 2600')	121.3 340.2	128.625	125.95	
244.875	(E) 132.575 299.6 (at/blw 2600')		239.025	316.125	
	(W) 119.35 377.175 (N) 119.75 360.775				



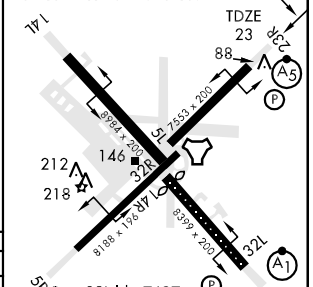


CATEGORY	A	B	C	D
S-ILS 23R	273-¾ 250 (300-¾)		273-1 250 (300-1)	
S-LOC/ DME 23R	340-1 317 (400-1)			
CIRCLING	520-1½ 491 (500-1½)		540-1½ 511 (600-1½)	580-2 551 (600-2)

ELEV 29

Rwy 32R, 23L, 14R, 5L marked in center mat area.

235° 4.7 NM from FAF



Rwy 32L ldg 7607
HIRL all Rwys
REIL Rwys 5L and 14R

FAF to MAP 4.0 NM

Knots	60	90	120	150	180
Min:Sec	4:00	2:40	2:00	1:36	1:20

ILS Z or RNAV (GPS) RWY 23R

LOC I-NKT	APCH CRS	Rwy ldg 7553
108.9	235°	TDZE 23
Chan 26		Arpt Elev 29

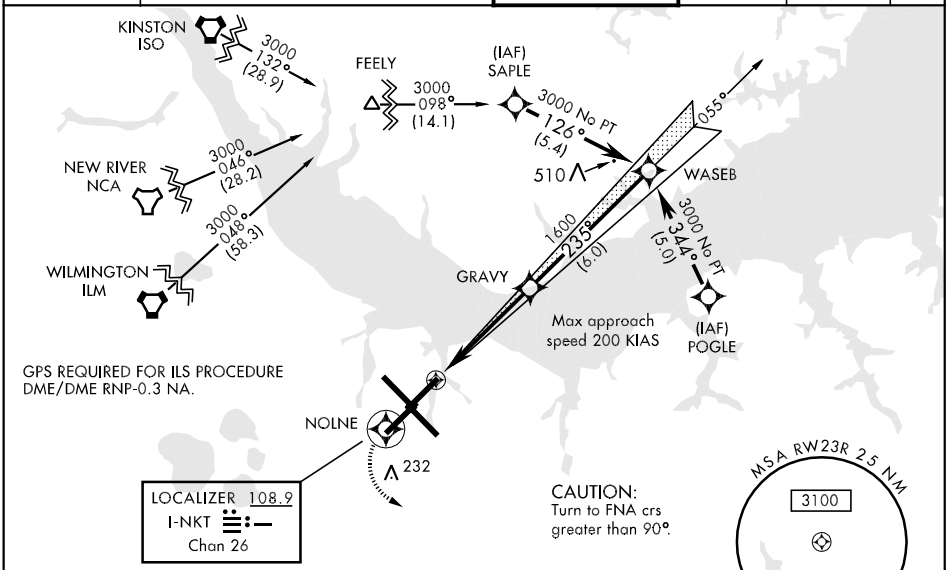
AL-471 [USN] CHERRY POINT MCAS (CUNNINGHAM FLD) (KNKT)

* When ALS inop, increase vis CAT ABCD to 1¼miles.
** When ALS inop, increase vis CAT ABCD to 1 mile.
BARO VNAV NA below -0.6°(31° F).

MALSR

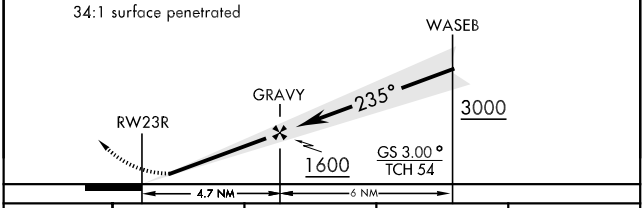
MISSED APPROACH: Climb to 3000 direct NOLNE, then via 139° track to JUNIR and hold.

ATIS	CHERRY POINT APP CON	CHERRY POINT TOWER	GND CON	CLNC DEL	ASR/ PAR
127.475 244.875	(E) 124.1 268.7 (abv 2600') (E) 132.575 299.6 (at/blw 2600') (W) 119.35 377.175	121.3 340.2	128.625 239.025	125.95 316.125	



EMERG SAFE ALT 100 NM 3400

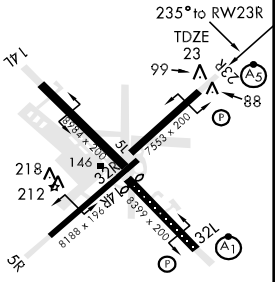
3000	NOLNE	track 139°	JUNIR



CATEGORY	A	B	C	D
S-ILS		273-¾	250 (300-¾)	
LNAV / VNAV DA *		360-¾	337 (400-¾)	
LNAV MDA**		360-¾	337 (400-¾)	
CIRCLING	520-1½ 491 (500-1½)		540-1½ 511 (600-1½)	580-2 551 (600-2)

ELEV 29

Rwy 32R, 23L, 14R, 5L marked in center mat area.



Rwy 32L ldg 7607
HIRL all Rwys
REIL Rwys 5L and 14R

SE-2, 22 OCT 2009 to 19 NOV 2009

RNAV (GPS) RWY 5R

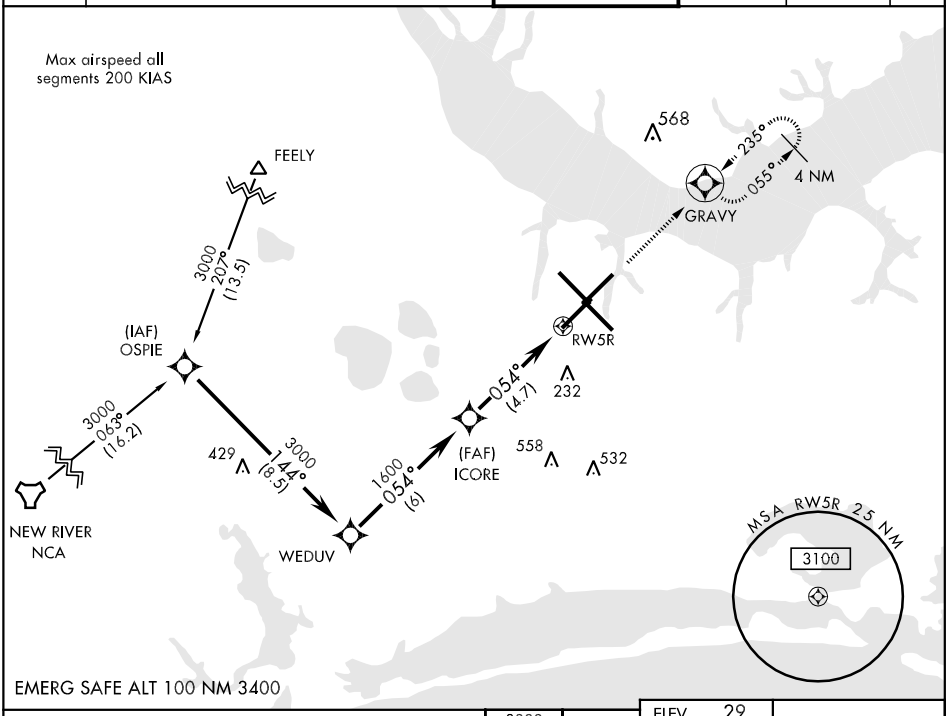
WAAS	APCH CRS	Rwy ldg	8188
Chan 71199	054°	TDZE	27
W05A		Arpt Elev	29

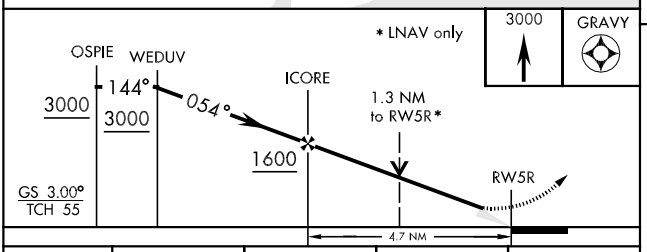
AL-471 [USN] CHERRY POINT MCAS (CUNNINGHAM FLD) (KNKT)

DME/DME RNP-0.3 NA.
For uncompensated BARO VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 42°C (108°F).

MISSED APPROACH: Climb to 3000 direct GRAVY and hold, continue climb in hold to 3000.

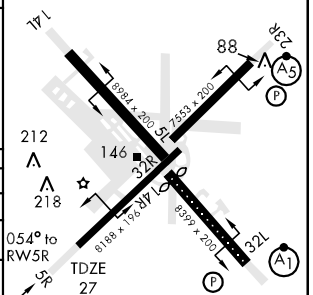
ATIS	CHERRY POINT APP CON	CHERRY POINT TOWER	GND CON	CLNC DEL	ASR/ PAR
127.475	(E) 124.1 268.7 (abv 2600')	121.3 340.2	128.625	125.95	
244.875	(E) 132.575 299.6 (at/blw 2600')		239.025	316.125	
	(W) 119.35 377.175 (N) 119.75 360.775				





CATEGORY	A	B	C	D
LPV DA	227-¾	200 (200-¾)		
LNAV/ VNAV DA	380-1¼	353 (400-1¼)		
LNAV MDA	480-1 453 (500-1)		480-1¼ 453 (500-1¼)	480-1½ 453 (500-1½)
CIRCLING	520-1¼ 491 (500-1¼)		540-1½ 511 (600-1½)	580-2 551 (600-2)
S-PAR 5R	127-½	100 (100-½)	GS 3.00°	

ELEV 29
Rwy 32R, 23L, 14R, 5L marked in center mat area.



SE-2, 22 OCT 2009 to 19 NOV 2009

RNAV (GPS) RWY 32L

WAAS	APCH CRS	Rwy Idg	7607
Chan 54304	325°	TDZE	26
W32A		Arpt Elev	29

AL-471 [USN] CHERRY POINT MCAS (CUNNINGHAM FLD) (KNKT)

*When ALS inop, increase CAT ABCD vis to ¾ mile.
**When ALS inop, increase CAT ABCD vis to 1¼ miles.
***When ALS inop, increase CAT AB vis to 1 mile, CAT CD vis to 1¼ miles.

ALSF-1

MISSED APPROACH: Climbing right turn to 3000 direct GRAVY and hold, continue climb in hold to 3000.

ATIS	CHERRY POINT APP CON				CHERRY POINT TOWER	GND CON	CLNC DEL	ASR/ PAR
127.475	(E) 124.1	268.7 (abv 2600')			121.3 340.2	128.625	125.95	
244.875	(E) 132.575	299.6 (at/blw 2600')				239.025	316.125	
	(W) 119.35	377.175	(N) 119.75	360.775				

† When ALS inop, increase CAT ABCD vis to ½ mile.

FEELY
3000
145°
(26.8)

568

GRAVY
235°
055°
4 NM

MSA RW32L 25 NM
3100

MAX airspeed all segments
200 KIAS.

RW32L

232

325°

(FAF)
KKING

345

DME/DME RNP-0.3 NA.
For uncompensated BARO VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 42°C (108°F).

558
532

1600
325°
(5)

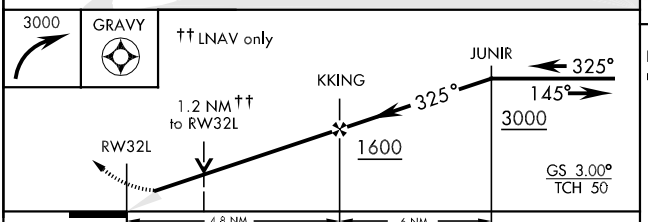
(IAF)
JUNIR

145°
325°
4 NM

Max holding
200 KIAS

Max holding
alt 4000

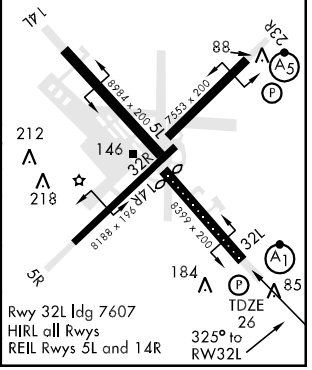
EMERG SAFE ALT 100 NM 3400



CATEGORY	A	B	C	D
LPV DA *	226-½	200 (200-½)		
LNAV/ VNAV DA **	360-¾	334 (400-¾)		
LNAV MDA***	440-½	414 (500-½)	440-¾	414 (500-¾)
CIRCLING	520-1¼	491 (500-1¼)	540-1½	511 (600-1½)
			580-2	551 (600-2)
S-PAR 32L †	126-¼	100 (100-¼) GS 3.00		

ELEV 29

Rwy 32R, 23L, 14R, 5L marked in center mat area.



Rwy 32L ldg 7607
HIRL all Rwys
REIL Rwys 5L and 14R

SE-2, 22 OCT 2009 to 19 NOV 2009

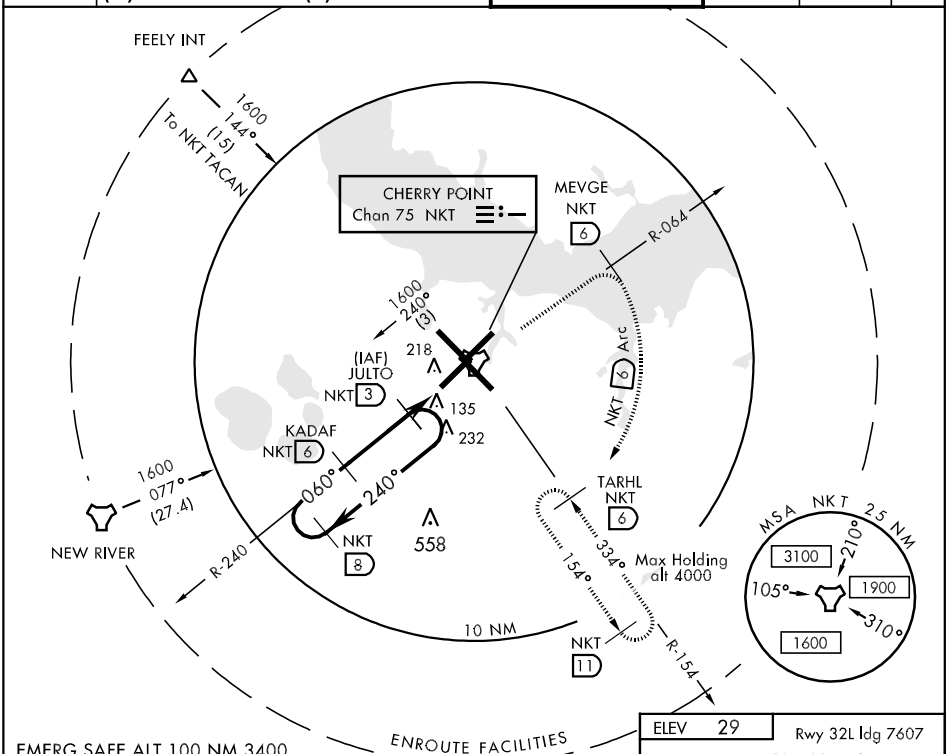
TACAN RWY 5R

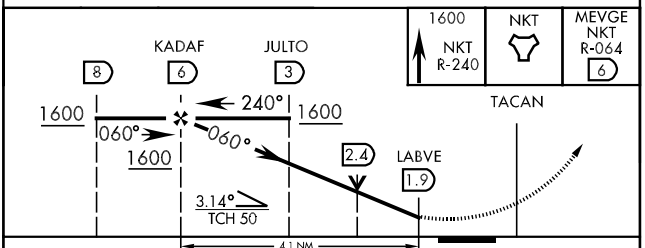
TACAN NKT Chan 75	APCH CRS 060°	Rwy ldg 8188 TDZE 27 Arpt Elev 29

AL-471 [USN] CHERRY POINT MCAS (CUNNINGHAM FLD) (KNKT)

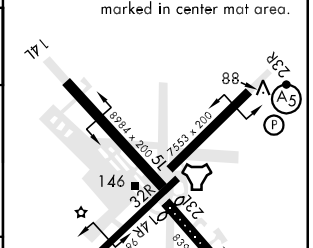
MISSED APPROACH: Climb to 1600 via NKT R-240 to NKT TACAN, then via R-064 to MEVGE. Arc East of NKT TACAN via 6 mile arc to TARHL and hold.

ATIS	CHERRY POINT APP CON	CHERRY POINT TOWER	GND CON	CLNC DEL	ASR/PAR
127.475 244.875	(E) 124.1 268.7 (abv 2600') (E) 132.575 299.6 (at/blw 2600') (W) 119.35 377.175 (N) 119.75 360.775	121.3 340.2	128.625 239.025	125.95 316.125	





CATEGORY	A	B	C	D
S-5R	400-1	373 (400-1)		400-1¼ 373 (400-1¼)
CIRCLING	520-1	491 (500-1)	540-1½ 511 (600-1½)	580-2 551 (600-2)
S-PAR 5R	127-½	100 (100-½)	GS 3.00°	



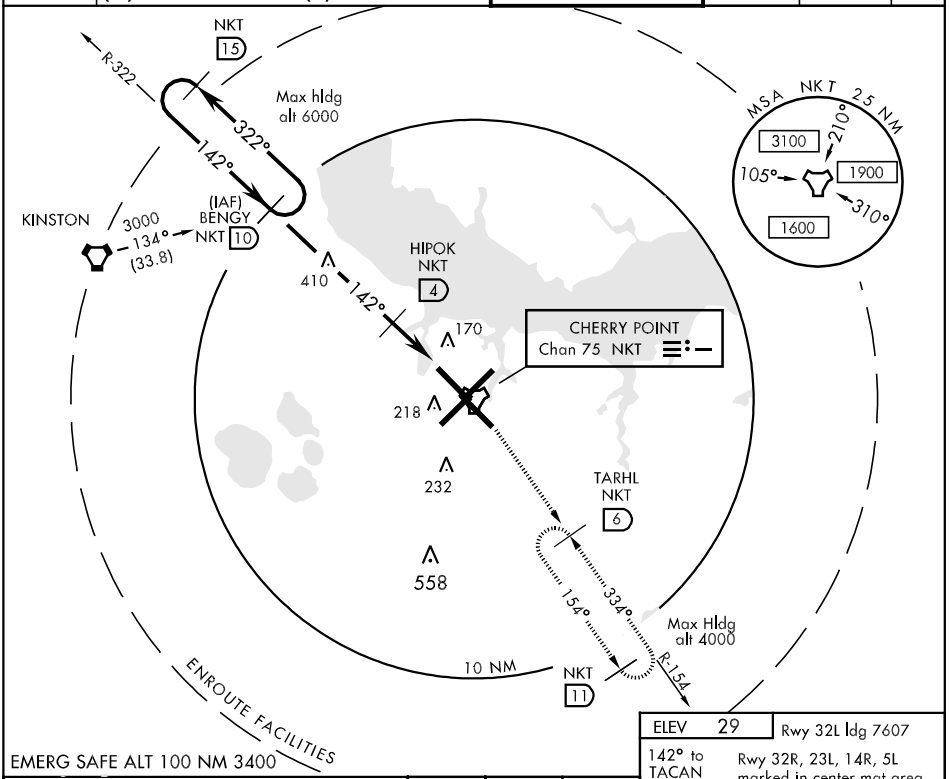
TACAN RWY 14L

TACAN	APCH CRS	Rwy ldg	8984
Chan 75	142°	TDZE	26
		Arpt Elev	29

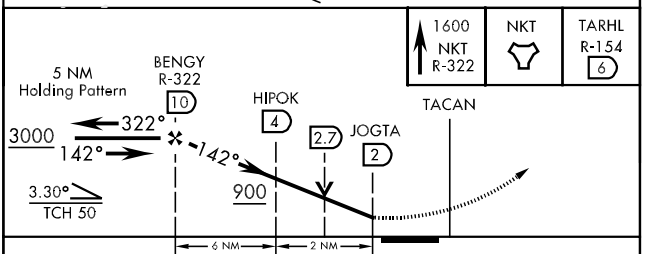
AL-471 [USN] CHERRY POINT MCAS (CUNNINGHAM FLD) (KNKT)

MISSED APPROACH: Climb to 1600 via NKT R-322 to NKT TACAN, then via R-154 to TARHL and hold.

ATIS	CHERRY POINT APP CON	CHERRY POINT TOWER	GND CON	CLNC DEL	ASR/PAR
127.475 244.875	(E) 124.1 268.7 (abv 2600') (E) 132.575 299.6 (at/blw 2600') (W) 119.35 377.175 (N) 119.75 360.775	121.3 340.2	128.625 239.025	125.95 316.125	



EMERG SAFE ALT 100 NM 3400

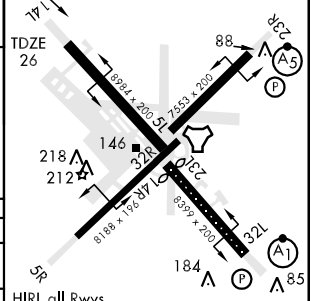


CATEGORY	A	B	C	D
S-14L	420-1	394	(400-1)	420-1¼ 394 (400-1¼)
CIRCLING	520-1	491 (500-1)	540-1½ 511 (600-1½)	580-2 551 (600-2)
S-PAR 14L	126-½	100	(100-½) GS 3.00°	

ELEV 29 Rwy 32L ldg 7607

142° to TACAN

Rwy 32R, 23L, 14R, 5L marked in center mat area.



SE-2, 22 OCT 2009 to 19 NOV 2009

TACAN RWY 32L

TACAN	APCH CRS	Rwy ldg	7607
Chan 75	334°	TDZE	26
		Arpt Elev	29

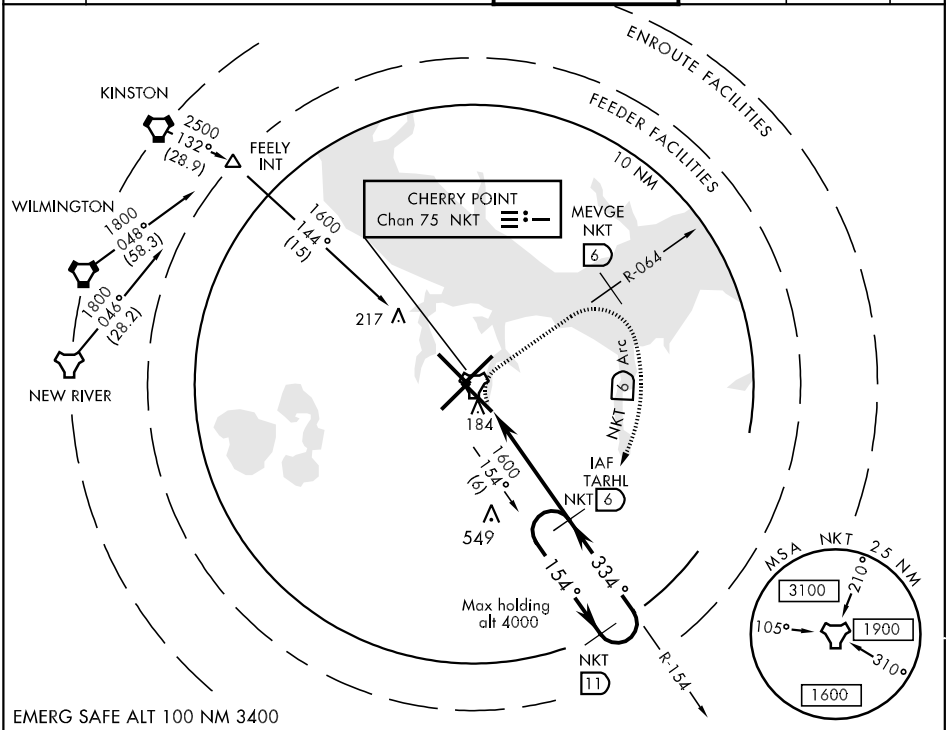
AL-471 [USN] CHERRY POINT MCAS (CUNNINGHAM FLD) (KNKT)

* When ALS inop, increase vis CAT AB to 1 mile, CAT CD to 1¼ mile. PAR to ½ mile.

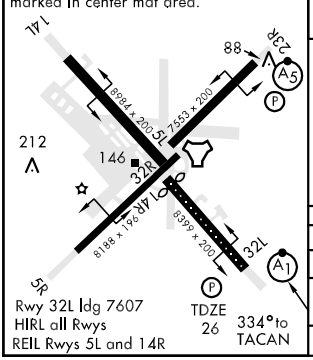
ALSF-1

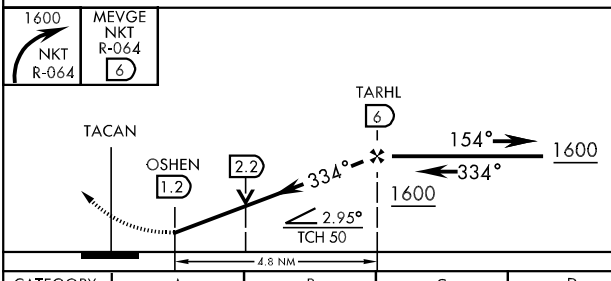
MISSED APPROACH: Climbing right turn to 1600 via R-064 to MEVGE, arc E of NKT TACAN via 6 mile arc to TARHL and hold.

ATIS	CHERRY POINT APP CON	CHERRY POINT TOWER	GND CON	CLNC DEL	ASR/PAR
127.475 244.875	(E) 124.1 268.7 (abv 2600′) (E) 132.575 299.6 (at/blw 2600′) (W) 119.35 377.175 (N) 119.75 360.775	121.3 340.2	128.625 239.025	125.95 316.125	



ELEV 29





CATEGORY	A	B	C	D
S-32L *	440-½ 414 (500-½)		440-¾ 414 (500-¾)	
CIRCLING	520-1 491 (500-1)		540-1½ 511 (600-1½)	580-2 551 (600-2)
S-PAR 32L *	126-¼ 100 (100-¼) GS 3.00°			

SE-2, 22 OCT 2009 to 19 NOV 2009

LOC I-SGO	APP CRS	Rwy Idg	5000
109.7	060°	TDZE	143
		Apt Elev	148

LOC RWY 6

CLINTON/ SAMPSON COUNTY (CTZ)

If local altimeter setting not received, use Fayetteville altimeter setting and increase all MDAs 80 feet.

MISSED APPROACH: Climb to 1300 then climbing right turn to 2000 via heading 270° and I-SGO SW Course to TUSTY INT and hold.

AWOS-3	FAYETTEVILLE APP CON	UNICOM
119.125	133.0 295.0	122.8 (CTAF) L

RADAR REQUIRED

SEYMOUR JOHNSON ECHO MOA

FAYETTEVILLE
108.8 FAY
Chan 25

LOCALIZER 109.7
I-SGO

10 NM

415

314

481

259±

TUSTY INT

R-106

R-131

748

2000

060°

(9.1)

240°

MSA FAY 26 NM

2300

(IF/IAF)
ZUNIT
INT

240°

1131

GAMECOCK A MOA

ELEV 148

24

0.3% UP

5000 X 75

TDZE
143

060° 5.6 NM
from FAF

1300 | 2000 | HDG 270° I-SGO SW COURSE 109.7 | TUSTY INT

ZUNIT INT

TUSTY INT

3000

060°

2000

3.05°
TCH 45

VGSI and descent angles not coincident.

Localizer unusable inside 1.1 NM.

9.1 NM — 4.5 NM — 1.1

MIRL Rwy 6-24 L

REIL Rwys 6 and 24 L

CATEGORY	A	B	C	D
S-6	520-1½ 377 (400-1½)			
CIRCLING	680-1½ 532 (600-1½)		780-1¾ 632 (700-1¾)	780-2 632 (700-2)

FAF to MAP 4.5 NM					
Knots	60	90	120	150	180
Min:Sec	4:30	3:00	2:15	1:48	1:30

SE-2, 22 OCT 2009 to 19 NOV 2009

CLINTON, NORTH CAROLINA AL-5782 (FAA)

APP CRS	Rwy Idg	5000
060°	TDZE	143
	Apt Elev	148

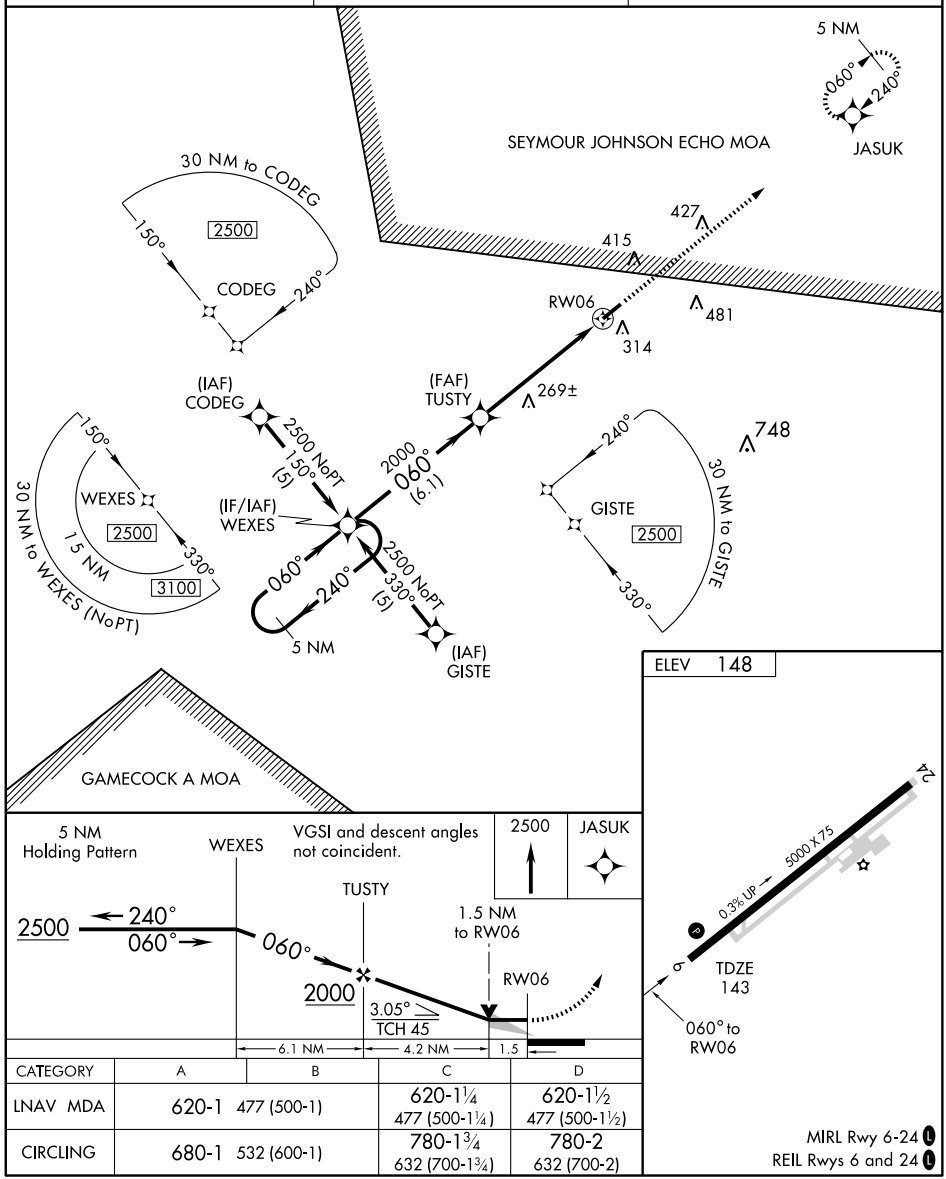
RNAV (GPS) RWY 6

CLINTON/ SAMPSON COUNTY (CTZ)

If local altimeter setting not received, use Fayetteville altimeter setting and increase all MDAs 80 feet. DME/DME RNP-0.3 NA. VDP NA when using Fayetteville altimeter setting.

MISSED APPROACH: Climb to 2500 direct JASUK and hold.

AWOS-3	FAYETTEVILLE APP CON	UNICOM
119.125	133.0 295.0	122.8 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	620-1	477 (500-1)	620-1¼ 477 (500-1¼)	620-1½ 477 (500-1½)
CIRCLING	680-1	532 (600-1)	780-1¾ 632 (700-1¾)	780-2 632 (700-2)

MIRL Rwy 6-24 L
REIL Rwys 6 and 24 L

SE-2, 22 OCT 2009 to 19 NOV 2009

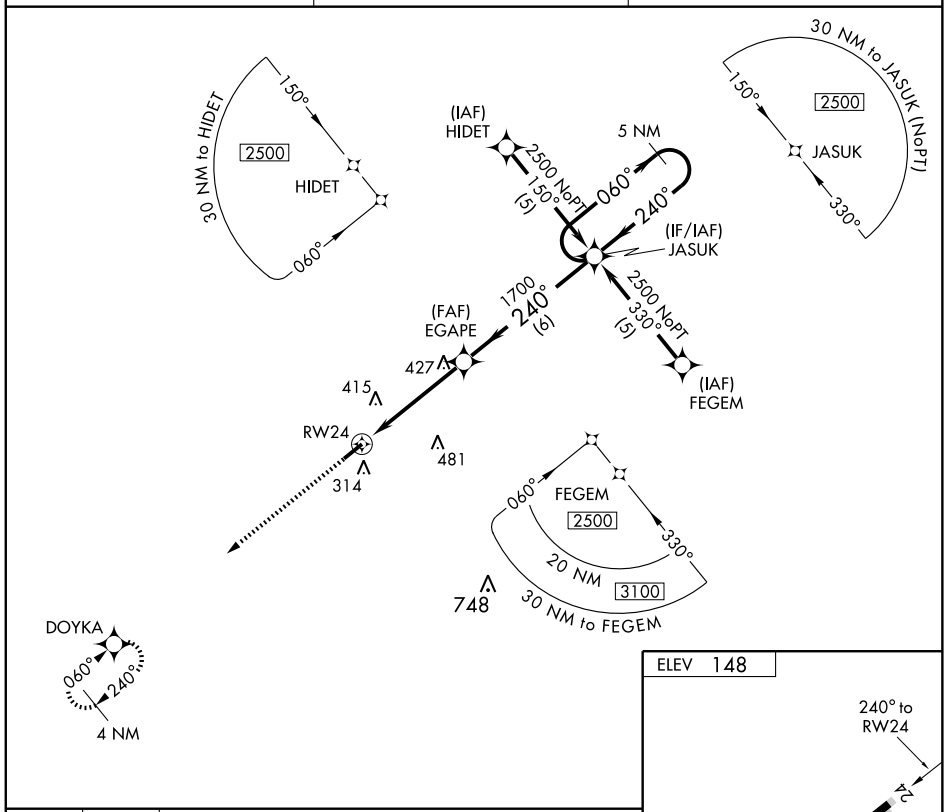
APP CRS	Rwy Idg	5000
240°	TDZE	144
	Apt Elev	148

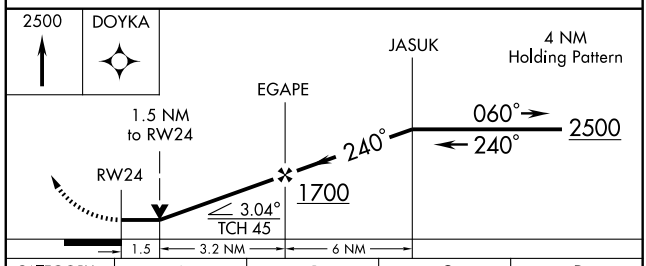
RNAV (GPS) RWY 24
CLINTON/ SAMPSON COUNTY (CTZ)

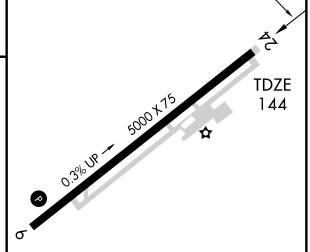
GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA. If local altimeter setting not received, use Fayetteville altimeter setting and increase all MDAs 80 feet. VDP NA with Fayetteville altimeter setting.

MISSED APPROACH: Climb to 2500 direct DOYKA and hold.

AWOS-3	FAYETTEVILLE APP CON	UNICOM
119.125	133.0 295.0	122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	680-1 536 (600-1)		680-1½ 536 (600-1½)	680-1¾ 536 (600-1¾)
CIRCLING	680-1 532 (600-1)		780-1¾ 632 (700-1¾)	780-2 632 (700-2)

MIRL Rwy 6-24 L
REIL Rwys 6 and 24 L

SE-2, 22 OCT 2009 to 19 NOV 2009

CLINTON, NORTH CAROLINA AL-5782 (FAA)

VOR/DME FAY	APP CRS	Rwy Idg	N/A
108.8	095°	TDZE	N/A
Chan 25		Apt Elev	148

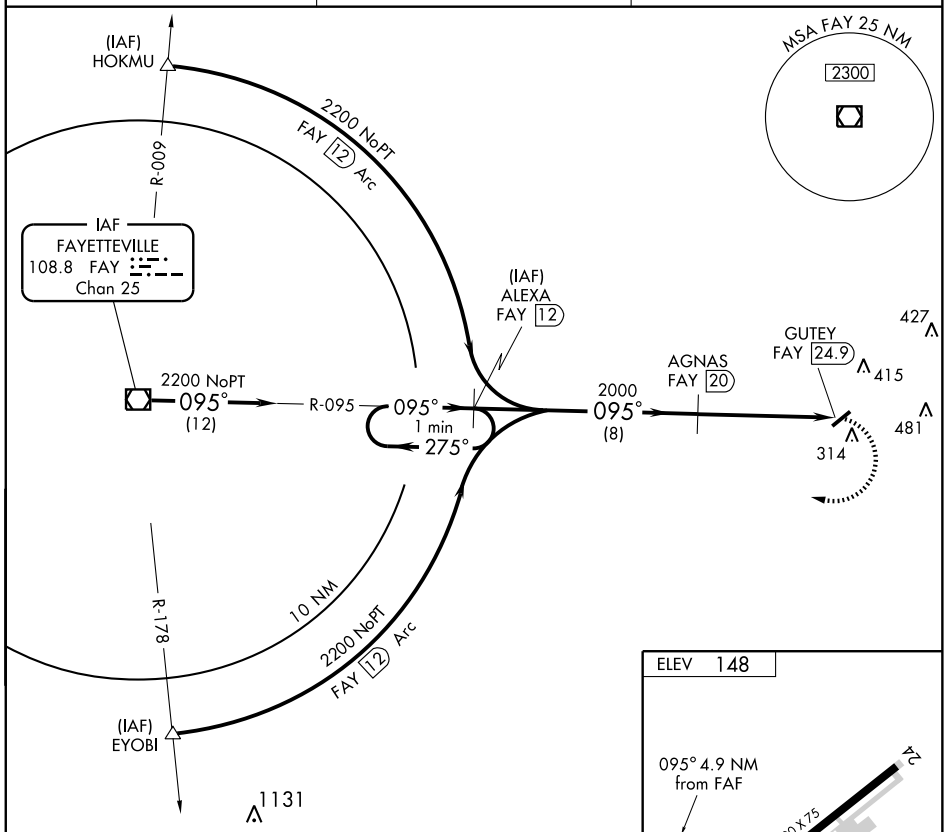
VOR/DME-A

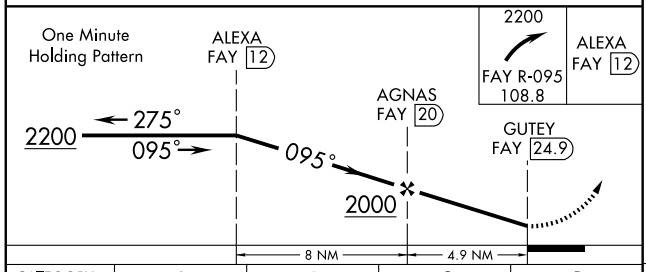
CLINTON/ SAMPSON COUNTY (CTZ)

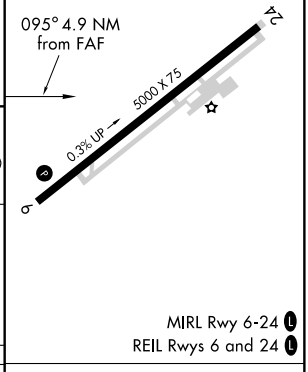
If local altimeter setting not received, use Fayetteville altimeter setting and increase all MDAs 80 feet.

MISSED APPROACH: Climbing right turn to 2200 via FAY R-095 to ALEXA/FAY 12 DME and hold.

AWOS-3	FAYETTEVILLE APP CON	UNICOM
119.125	133.0 295.0	122.8 (CTAF) L





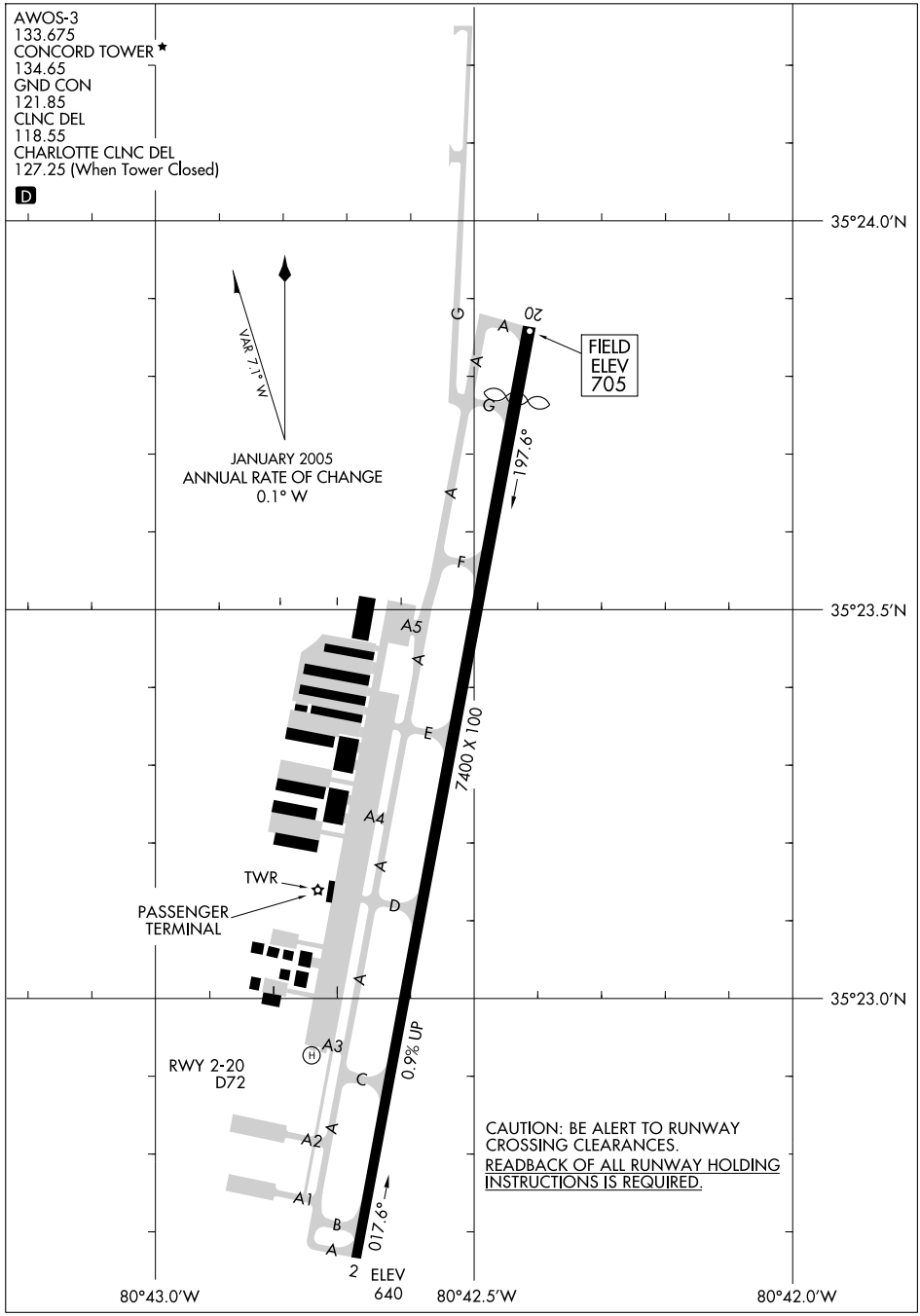


MIRL Rwy 6-24 L
REIL Rwys 6 and 24 L

CATEGORY	A	B	C	D
CIRCLING	760-1 612 (700-1)	760-1¼ 612 (700-1¼)	780-1¾ 632 (700-1¾)	780-2 632 (700-2)

Knots	60	90	120	150	180
Min:Sec					

SE-2, 22 OCT 2009 to 19 NOV 2009

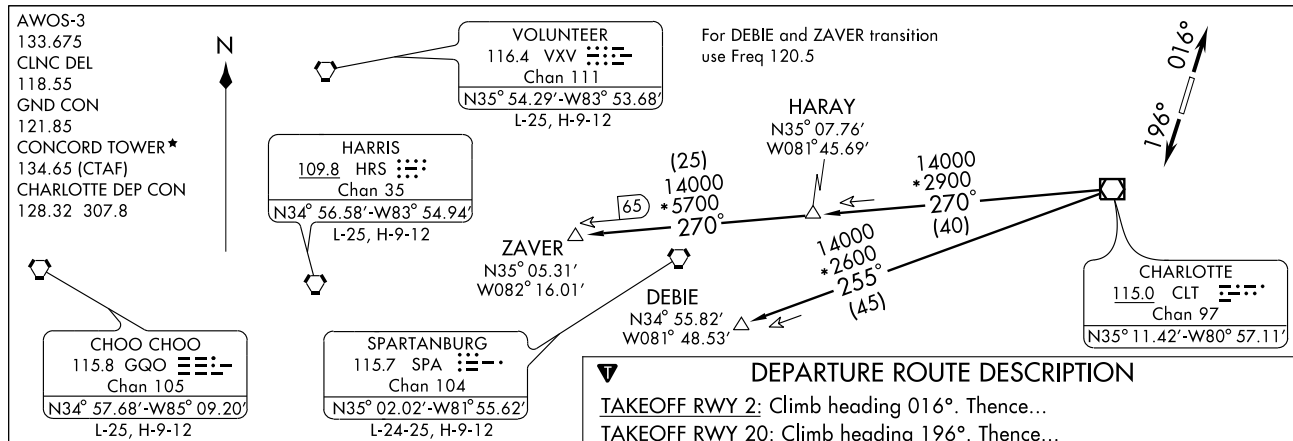


SE-2, 22 OCT 2009 to 19 NOV 2009

AIRPORT DIAGRAM

09239

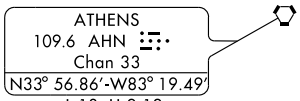
CONCORD, NORTH CAROLINA
CONCORD RGNL (JQF)



NOTE: Accelerate to 250 KIAS, if unable, advise ATC.
NOTE: Do not exceed 280 KIAS until advised by ATC.
NOTE: RADAR and DME Required.
NOTE: For turbojets only.
NOTE: Transponder code will be issued via Concord ATCT or Charlotte Clearance Delivery.

TAKEOFF MINIMUMS:

RWY 2: 300-1½ or Standard with minimum climb of 210 feet per NM to 1000, or alternatively, with Standard takeoff minimums and a normal 200 feet/ NM climb gradient, takeoff must occur no later than 1400 feet prior to departure end of runway.
RWY 20: Standard with minimum climb of 267 feet per NM to 2500.



NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

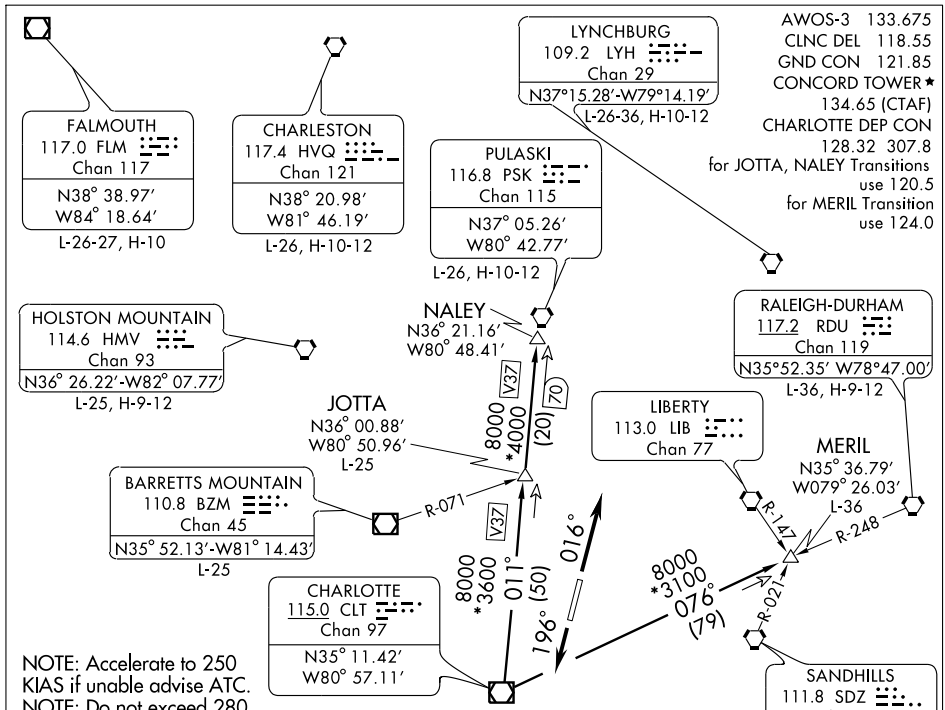
TAKEOFF RWY 2: Climb heading 016°. Thence...
TAKEOFF RWY 20: Climb heading 196°. Thence...
.... Expect radar vectors to intercept filed/assigned transition or enroute fix/navaid. Maintain 3000. Expect filed altitude/flight level 10 minutes after departure.
DEBIE TRANSITION (BOB2.DEBIE): From over CLT VOR/DME via CLT R-255 to DEBIE INT. Thence as filed.
HARAY TRANSITION (BOB2.HARAY): From over CLT VOR/DME via CLT R-270 to HARAY INT. Thence as filed.
ZAVER TRANSITION (BOB2.ZAVER): From over CLT VOR/DME via CLT R-270 to ZAVER INT. Thence as filed.

TAKEOFF OBSTACLE NOTES:

RWY 2: Multiple poles and trees beginning 2444 feet from DER, 6 feet left of centerline, up to 43 feet AGL/ 792 feet MSL. Multiple poles and trees beginning 2104 feet from DER, 242 feet right of centerline, up to 27 feet AGL/786 feet MSL. Powerline 1.3 NM from DER, 2049 feet left of centerline, 164 feet AGL/ 908 feet MSL.
RWY 20: Multiple street lights beginning 3047 feet from DER, 196 feet right of centerline, up to 105 feet AGL/ 744 feet MSL. Trees 1.3 NM from DER, 1581 feet right of centerline, up to 100 feet AGL/ 849 feet MSL.

HORNET FOUR DEPARTURE SL-9155 (FAA)

CONCORD RGNL (JQF)
CONCORD, NORTH CAROLINA



NOTE: Accelerate to 250 KIAS if unable advise ATC.
NOTE: Do not exceed 280 KIAS, until advised by ATC.
NOTE: RADAR and DME Required.
NOTE: For turbojets only.
NOTE: Transponder code will be issued via Concord ATCT or Charlotte Clearance Delivery.

TAKEOFF MINIMUMS:

RWY 2: 300-1½ or Standard with minimum climb of 210 feet per NM to 1000, or alternatively, with Standard takeoff minimums and a normal 200 feet/ NM climb gradient, takeoff must occur no later than 1400 feet prior to departure end of runway.
RWY 20: Standard with minimum climb of 267 feet per NM to 2500.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 2: Climb heading 016°. Thence....
TAKEOFF RWY 20: Climb heading 196°. Thence....
....Expect radar vectors to intercept filed/assigned transition or Enroute fix/navaid. Maintain 3000. Expect filed altitude/flight level 10 minutes after departure.

JOTTA TRANSITION (HOR4.JOTTA): From over CLT VOR/DME via CLT R-011 to JOTTA INT. Thence as filed.
MERIL TRANSITION (HOR4.MERIL): From over CLT VOR/DME via CLT R-076 to MERIL INT. Thence as filed.
NALEY TRANSITION (HOR4.NALEY): From over CLT VOR/DME via CLT R-011 to NALEY INT. Thence as filed.

(CONTINUED ON NEXT PAGE)

TAKEOFF OBSTACLE NOTES:

RWY 2: Multiple poles and trees beginning 2444 feet from DER, 6 feet left of centerline, up to 43 feet AGL/ 792 feet MSL. Multiple poles and trees beginning 2104 feet from DER, 242 feet right of centerline, up to 27 feet AGL/786 feet MSL. Powerline 1.3 NM from DER, 2049 feet left of centerline, 164 feet AGL/ 908 feet MSL.

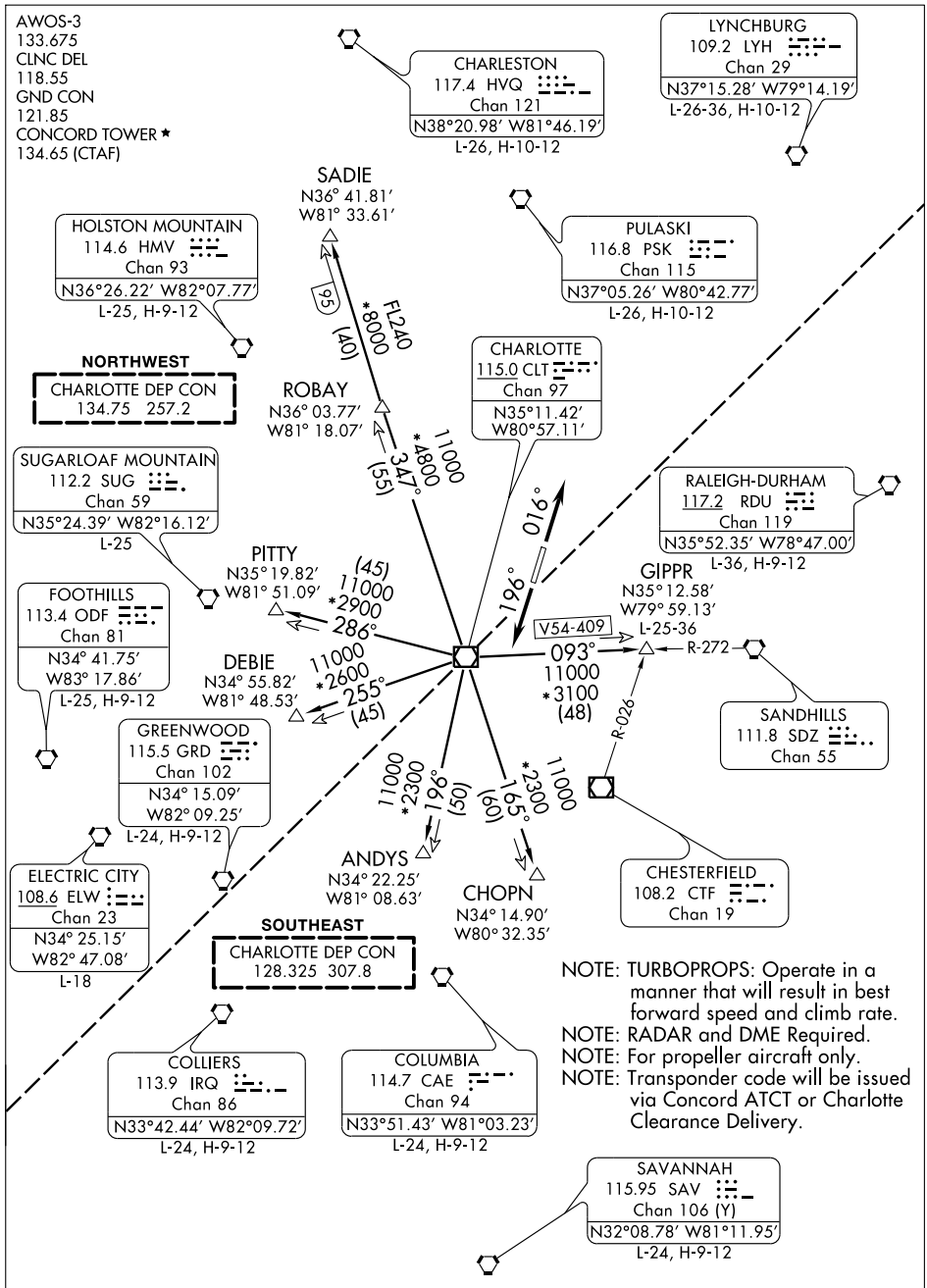
RWY 20: Multiple street lights beginning 3047 feet from DER, 196 feet right of centerline, up to 105 feet AGL/ 744 feet MSL. Trees 1.3 NM from DER, 1581 feet right of centerline, up to 100 feet AGL/ 849 feet MSL.

SE-2, 22 OCT 2009 to 19 NOV 2009

HUGO EIGHT DEPARTURE

SL-9155 (FAA)

CONCORD RGNL (JQF)
CONCORD, NORTH CAROLINA



(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

SE-2, 22 OCT 2009 to 19 NOV 2009

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 2: Climb heading 016°. Thence....
TAKEOFF RWY 20: Climb heading 196°. Thence....
....Expect radar vectors to intercept filed/assigned transition or enroute fix/navaid. Maintain 3000, expect filed altitude/flight level 10 minutes after departure.

ANDYS TRANSITION (HUG8.ANDYS): From over CLT VOR/DME via CLT R-196 to ANDYS INT. Thence as filed.
CHOPN TRANSITION (HUG8.CHOPN): From over CLT VOR/DME via CLT R-165 to CHOPN INT. Thence as filed.
DEBIE TRANSITION (HUG8.DEBIE): From over CLT VOR/DME via CLT R-255 to DEBIE INT. Thence as filed.
GIPPR TRANSITION (HUG8.GIPPR): From over CLT VOR/DME via CLT R-093 to GIPPR INT. Thence as filed.
PITTY TRANSITION (HUG8.PITTY): From over CLT VOR/DME via CLT R-286 to PITTY INT. Thence as filed.
ROBAY TRANSITION (HUG8.ROBAY): From over CLT VOR/DME via CLT R-347 to ROBAY INT. Thence as filed.
SADIE TRANSITION (HUG8.SADIE): From over CLT VOR/DME via CLT R-347 to SADIE INT. Thence as filed.

TAKEOFF OBSTACLE NOTES:

RWY 2: Multiple poles and trees beginning 2444 feet from DER, 6 feet left of centerline, up to 43 feet AGL/ 792 feet MSL. Multiple poles and trees beginning 2104 feet from DER, 242 feet right of centerline, up to 27 feet AGL 786 feet MSL. Powerline 1.3 NM from DER, 2049 feet left of centerline, 164 feet AGL/ 908 feet MSL.
RWY 20: Multiple street lights beginning 3047 feet from DER, 196 feet right of centerline, up to 105 feet AGL/ 744 feet MSL. Trees 1.3 NM from DER, 1581 feet right of centerline, up to 100 feet AGL/ 849 feet MSL.

TAKEOFF MINIMUMS:

RWY 2: 300-1½ or Standard with minimum climb of 210 feet per NM to 1000, or alternatively, with Standard takeoff minimums and a normal 200 feet/ NM climb gradient, takeoff must occur no later than 1400 feet prior to departure end of runway.
RWY 20: Standard with minimum climb of 267 feet per NM to 2500.

SE-2, 22 OCT 2009 to 19 NOV 2009

LOC/DME I-JQF	APP CRS	Rwy Idg	6350
111.95	196°	TDZE	705
Chan 56 (Y)		Apt Elev	705

ILS or LOC RWY 20

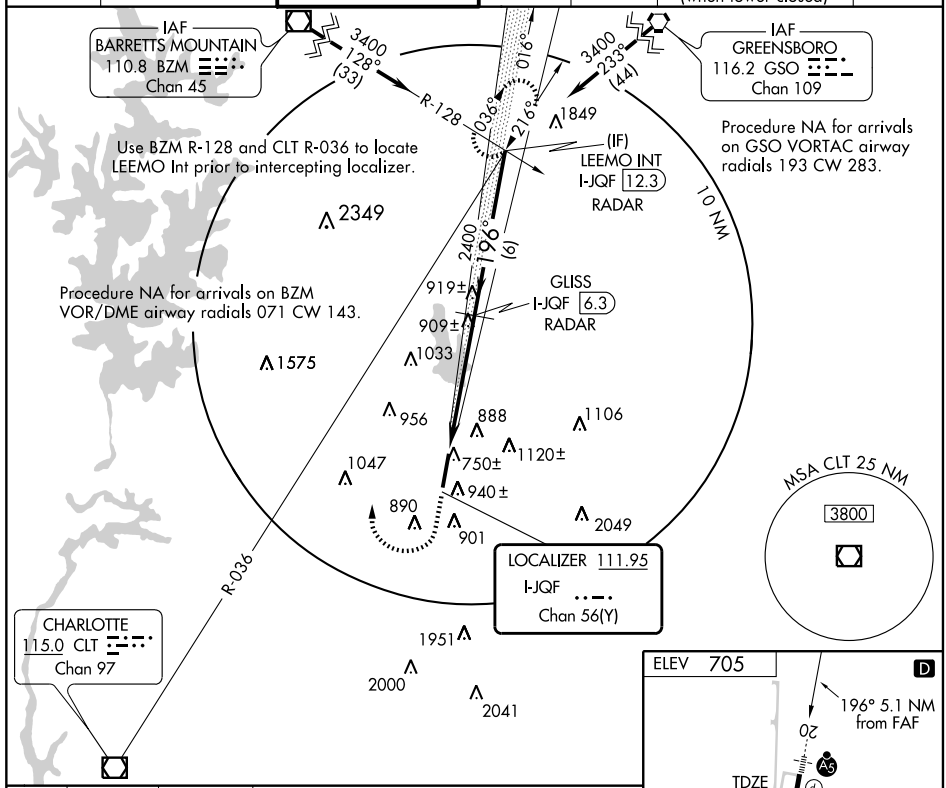
CONCORD RGNL (JQF)

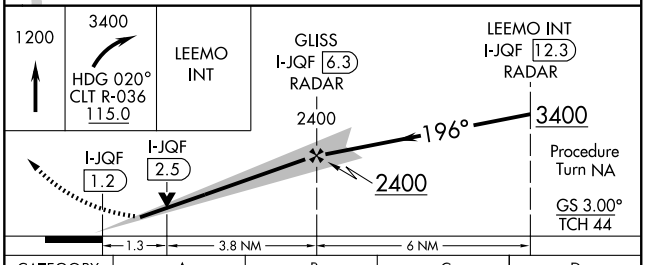
If local altimeter setting not received, use Charlotte altimeter setting and increase all DA/MDAs 60 feet. VDP NA when using Charlotte altimeter setting. Radar or DME Required.

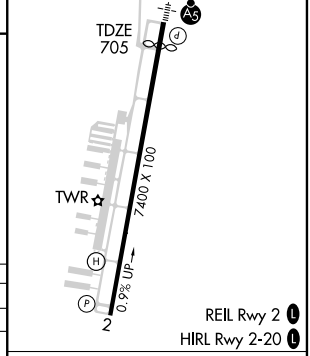
MALSR

MISSED APPROACH: Climb to 1200 then climbing right turn to 3400 via heading 020° and CLT R-036 to LEEMO Int/I-JQF 12.3 DME and hold.

AWOS-3	CHARLOTTE APP CON	CONCORD TOWER ★	GND CON	CLNC DEL	CHARLOTTE CLNC DEL	UNICOM
133.675	128.32 307.8	134.65 (CTAF) L	121.85	118.55	127.25 (when tower closed)	122.95







CATEGORY	A	B	C	D
S-ILS 20	905-½ 200 (200-½)			
S-LOC 20	1160-½ 455 (500-½)		1160-¾ 455 (500-¾)	1160-1 455 (500-1)
CIRCLING	1300-1 595 (600-1)		1300-1½ 595 (600-1½)	1480-2½ 775 (800-2½)

FAF to MAP 5.1 NM

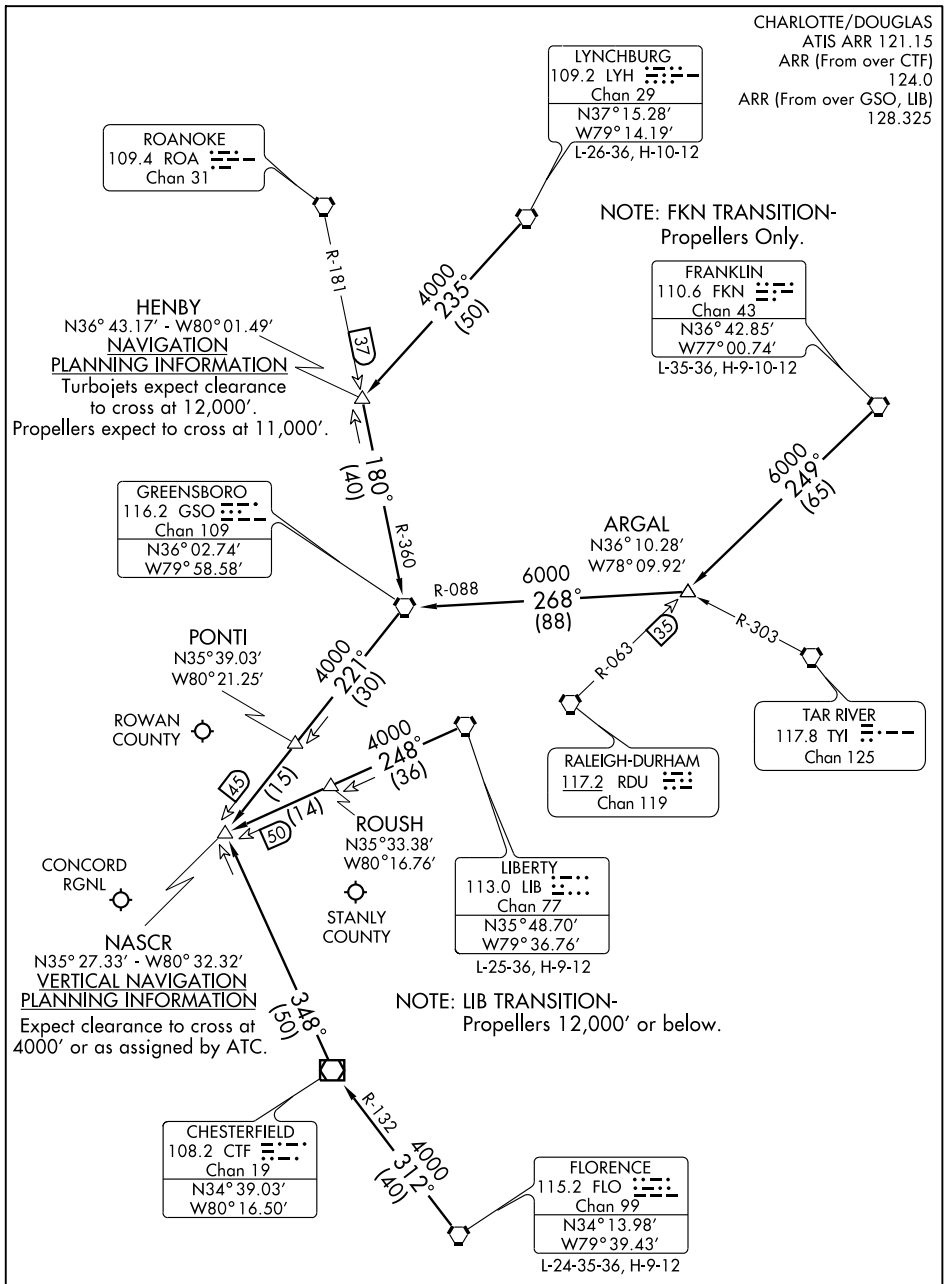
Knots	60	90	120	150	180
Min:Sec	5:06	3:24	2:33	2:02	1:42

SE-2, 22 OCT 2009 to 19 NOV 2009

(NASCR.NASCR1) 07298 ST-9155 (FAA)

NASCR ONE ARRIVAL

CONCORD, NORTH CAROLINA



NOTE: DME Required.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

SE-2, 22 OCT 2009 to 19 NOV 2009

NASCR ONE ARRIVAL (NASCR.NASCR1) CONCORD, NORTH CAROLINA

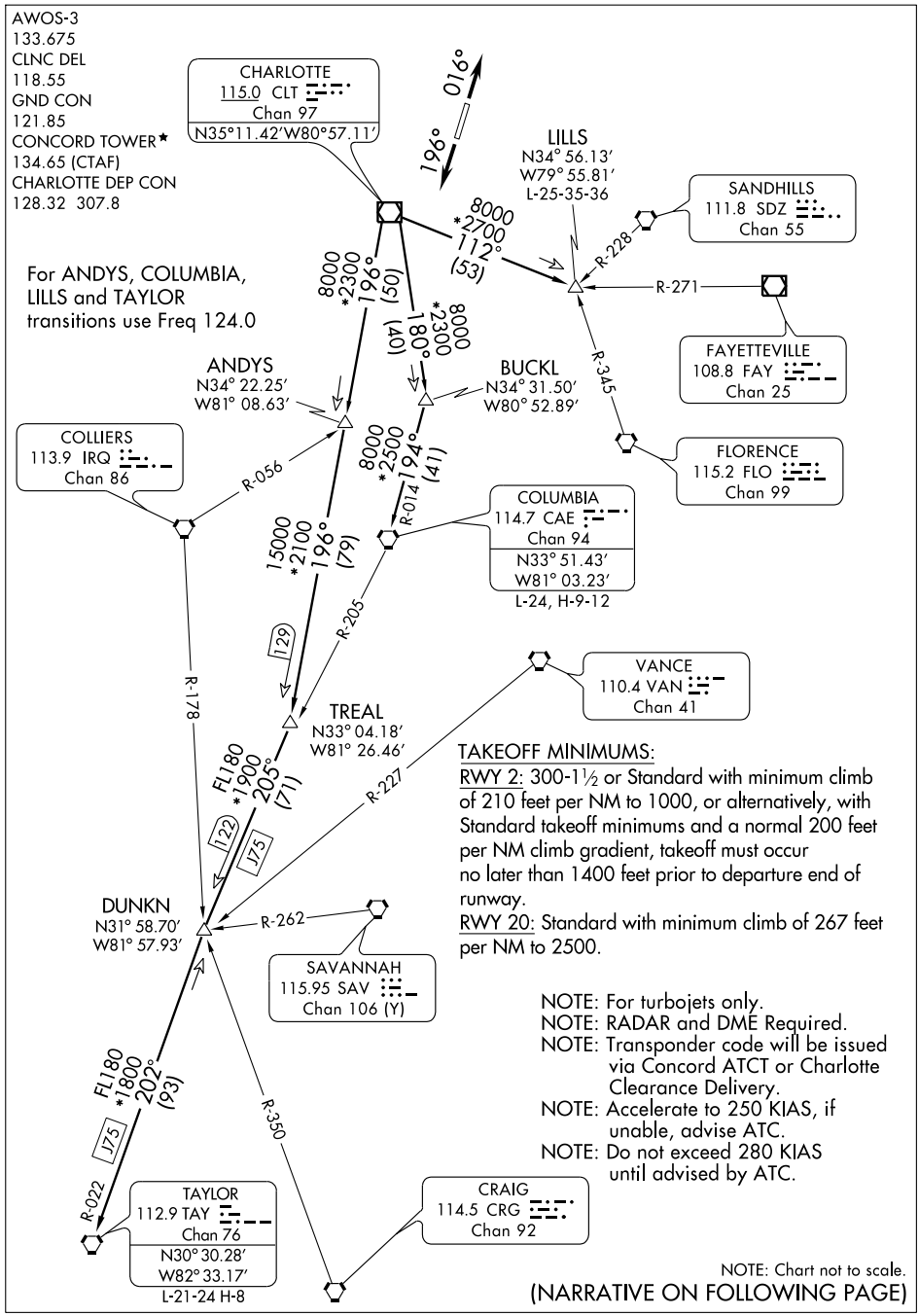
ARRIVAL DESCRIPTION

FLORENCE TRANSITION (FLO.NASCR1): From over FLO VORTAC via FLO R-312 to CTF VOR/DME then via CTF R-348 to NASCR INT. Thence....
FRANKLIN TRANSITION (FKN.NASCR1): From over FKN VORTAC via FKN R-249 to ARGAL INT then via GSO R-088 to GSO VORTAC then via GSO R-221 to NASCR INT. Thence....
LIBERTY TRANSITION (LIB.NASCR1): From over LIB VORTAC via LIB R-248 to NASCR INT. Thence....
LYNCHBURG TRANSITION (LYH.NASCR1): From over LYH VORTAC via LYH R-235 to HENBY INT then via GSO R-360 to GSO VORTAC then via GSO R-221 to NASCR INT. Thence....

....From over NASCR INT expect vectors to final approach course.

SE-2, 22 OCT 2009 to 19 NOV 2009

PANTHER EIGHT DEPARTURE SL-9155 (FAA)



TAKEOFF MINIMUMS:

RWY 2: 300-1½ or Standard with minimum climb of 210 feet per NM to 1000, or alternatively, with Standard takeoff minimums and a normal 200 feet per NM climb gradient, takeoff must occur no later than 1400 feet prior to departure end of runway.

RWY 20: Standard with minimum climb of 267 feet per NM to 2500.

NOTE: For turbojets only.
NOTE: RADAR and DME Required.
NOTE: Transponder code will be issued via Concord ATCT or Charlotte Clearance Delivery.
NOTE: Accelerate to 250 KIAS, if unable, advise ATC.
NOTE: Do not exceed 280 KIAS until advised by ATC.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

SE-2, 22 OCT 2009 to 19 NOV 2009

PANTHER EIGHT DEPARTURE

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 2: Climb heading 016°. Thence...
TAKEOFF RWY 20: Climb heading 196°. Thence...
.... Expect radar vectors to intercept filed/assigned transition or enroute fix/navaid. Maintain 3000. Expect filed altitude/flight level 10 minutes after departure.

ANDYS TRANSITION (PAN8.ANDYS): From over CLT VOR/DME via CLT R-196 to ANDYS INT. Thence as filed.
COLUMBIA TRANSITION (PAN8.CAE): From over CLT VOR/DME via CLT R-180 and CAE R-014 to CAE VORTAC. Thence as filed.
LILLS TRANSITION (PAN8.LILLS): From over CLT VOR/DME via CLT R-112 to LILLS INT. Thence as filed.
TAYLOR TRANSITION (PAN8.TAY): From over CLT VOR/DME via CLT R-196 to TREAL INT and CAE R-205 to DUNKN INT and TAY R-022 to TAY VORTAC. Thence as filed.

TAKEOFF OBSTACLE NOTES:

RWY 2: Multiple poles and trees beginning 2444 feet from DER, 6 feet left of centerline, up to 43 feet AGL/ 792 feet MSL. Multiple poles and trees beginning 2104 feet from DER, 242 feet right of centerline, up to 27 feet AGL/786 feet MSL. Powerline 1.3 NM from DER, 2049 feet left of centerline, 164 feet AGL/ 908 feet MSL.
RWY 20: Multiple street lights beginning 3047 feet from DER, 196 feet right of centerline, up to 105 feet AGL/ 744 feet MSL. Trees 1.3 NM from DER, 1581 feet right of centerline, up to 100 feet AGL/ 849 feet MSL.

SE-2, 22 OCT 2009 to 19 NOV 2009

WAAS CH 56228 W02A	APP CRS 016°	Rwy Idg 7400	TDZE 667	Apt Elev 705

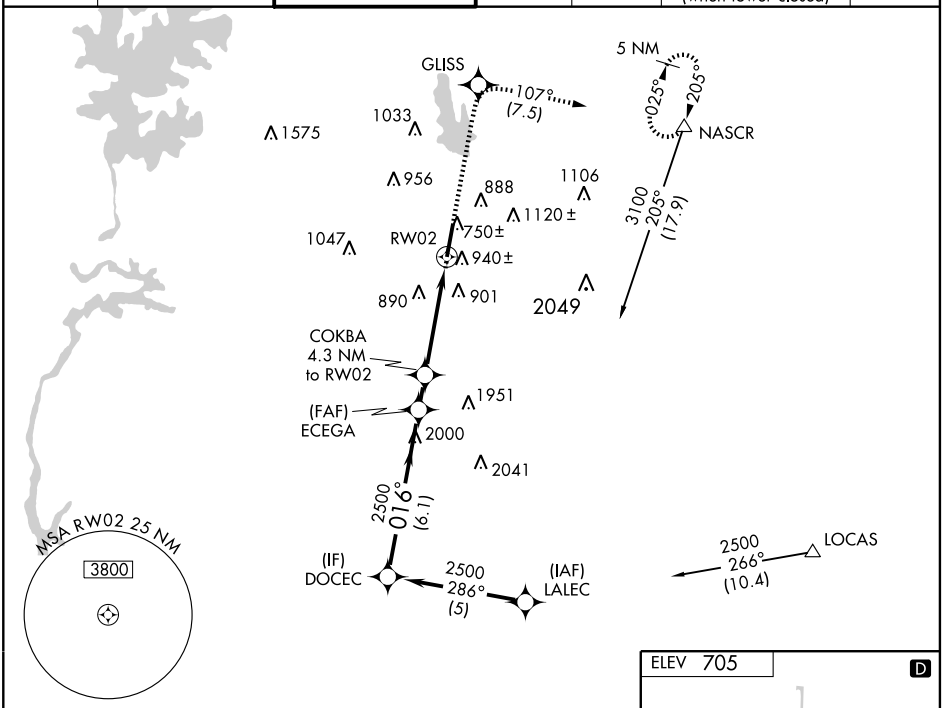
RNAV (GPS) RWY 2

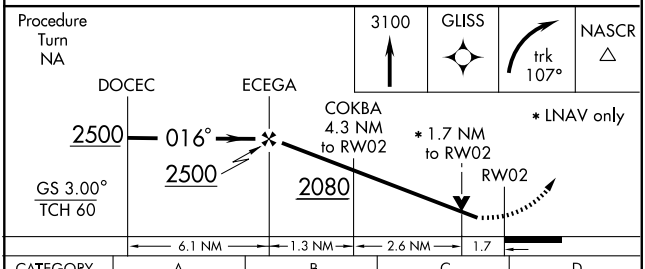
CONCORD RGNL (JQF)

DME/DME RNP-0.3 NA. Baro-VNAV NA below -16°C (4°F). If local altimeter setting not received, use Charlotte altimeter setting and increase all DAs/MDAs 60 feet. VDP and Baro-VNAV NA when using Charlotte altimeter setting.

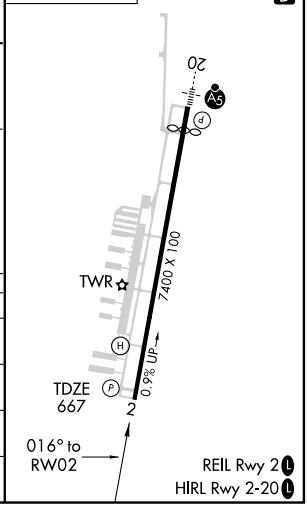
MISSED APPROACH: Climb to 3100 direct GLISS and right turn via 107° track to NASCR and hold.

AWOS-3	CHARLOTTE APP CON	CONCORD TOWER ★	GND CON	CLNC DEL	CHARLOTTE CLNC DEL	UNICOM
133.675	128.32 307.8	134.65 (CTAF) L	121.85	118.55	127.25 (when tower closed)	122.95





CATEGORY	A	B	C	D
LPV DA	983-1¼ 316 (300-1¼)			
LNAV/VNAV DA	1220-2 553 (600-2)			
LNAV MDA	1240-1 573 (600-1)		1240-1½ 573 (600-1½)	1240-1¾ 573 (600-1¾)
CIRCLING	1300-2 595 (600-2)			1480-2½ 775 (800-2½)



SE-2, 22 OCT 2009 to 19 NOV 2009

WAAS CH 56499 W20A	APP CRS 196°	Rwy Idg 6350 TDZE 705 Apt Elev 705

RNAV (GPS) RWY 20

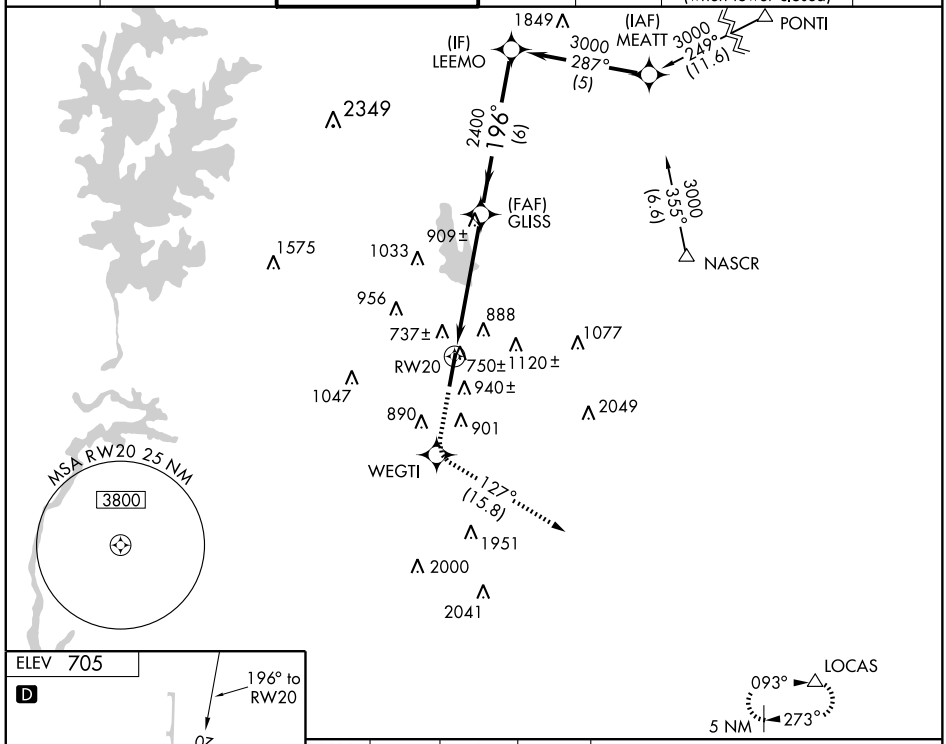
CONCORD RGNL (JQF)

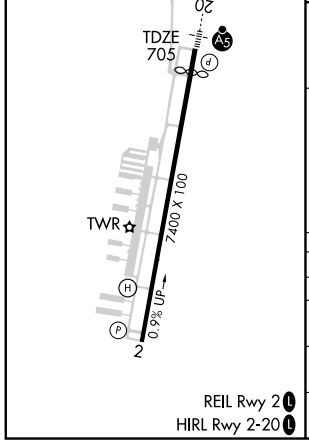
DME/DME RNP-0.3 NA. Baro-VNAV NA below -16°C (4°F). For inoperative MALSR increase LPV visibility to 1. If local altimeter setting not received, use Charlotte altimeter setting and increase all DAs/MDAs 60 feet. VDP and Baro-VNAV NA when using Charlotte altimeter setting.

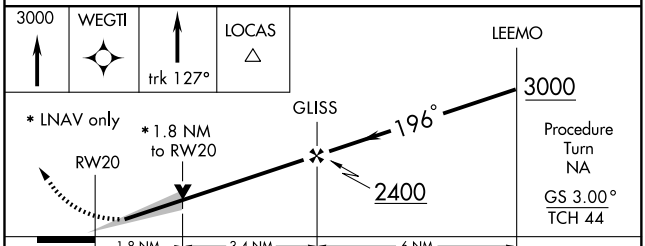
MALSR

MISSED APPROACH: Climb to 3000 direct WEGTI and via 127° track to LOCAS and hold.

AWOS-3	CHARLOTTE APP CON	CONCORD TOWER ★	GND CON	CLNC DEL	CHARLOTTE CLNC DEL	UNICOM
133.675	128.32 307.8	134.65 (CTAF)	121.85	118.55	127.25 (when tower closed)	122.95



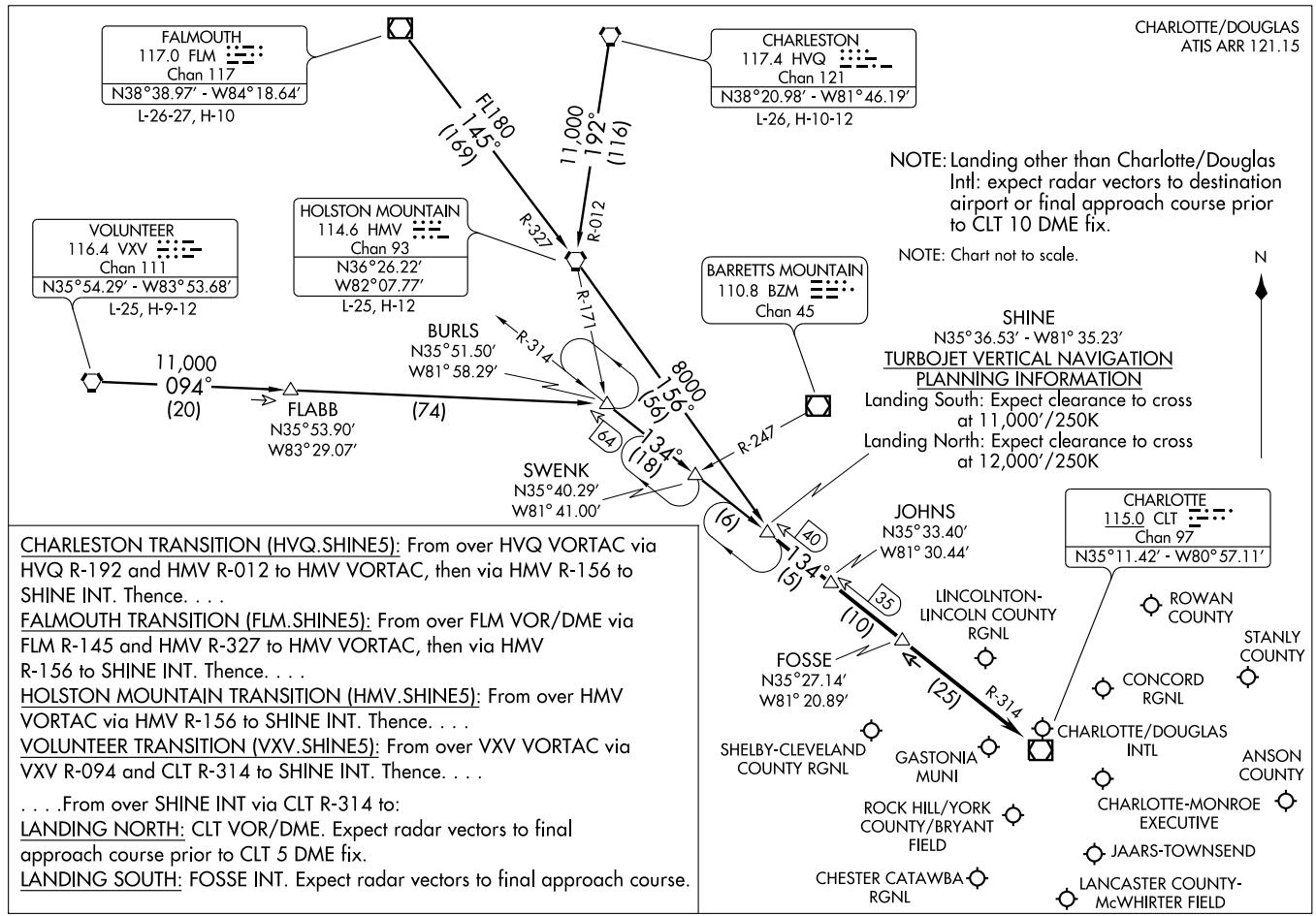




CATEGORY	A	B	C	D
LPV DA	955-½ 250 (300-½)			
LNAV/VNAV DA	1222-1¼ 517 (600-1¼)			
LNAV MDA	1300-½ 595 (600-½)		1300-1 595 (600-1)	1300-1¼ 595 (600-1¼)
CIRCLING	1300-1¾ 595 (600-1¾)			1480-2½ 775 (800-2½)

REIL Rwy 2 L
HIRL Rwy 2-20 L

SE-2, 22 OCT 2009 to 19 NOV 2009



CHARLESTON TRANSITION (HVQ.SHINE5): From over HVQ VORTAC via HVQ R-192 and HMV R-012 to HMV VORTAC, then via HMV R-156 to SHINE INT. Thence. . . .

FALMOUTH TRANSITION (FLM.SHINE5): From over FLM VOR/DME via FLM R-145 and HMV R-327 to HMV VORTAC, then via HMV R-156 to SHINE INT. Thence. . . .

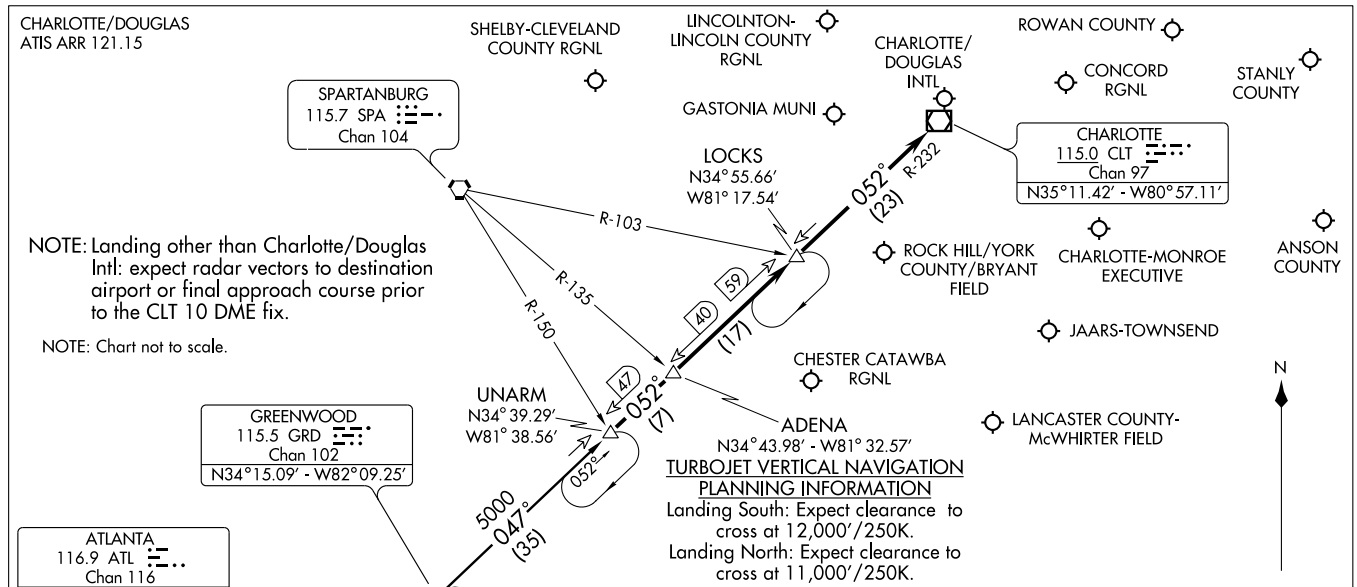
HOLSTON MOUNTAIN TRANSITION (HMV.SHINE5): From over HMV VORTAC via HMV R-156 to SHINE INT. Thence. . . .

VOLUNTEER TRANSITION (VXV.SHINE5): From over VXV VORTAC via VXV R-094 and CLT R-314 to SHINE INT. Thence. . . .

. . . .From over SHINE INT via CLT R-314 to:

LANDING NORTH: CLT VOR/DME. Expect radar vectors to final approach course prior to CLT 5 DME fix.

LANDING SOUTH: FOSSE INT. Expect radar vectors to final approach course.



NOTE: Landing other than Charlotte/Douglas Intl: expect radar vectors to destination airport or final approach course prior to the CLT 10 DME fix.

NOTE: Chart not to scale.

TURBOJET VERTICAL NAVIGATION PLANNING INFORMATION
Landing South: Expect clearance to cross at 12,000′/250K.
Landing North: Expect clearance to cross at 11,000′/250K.

TURBOJET VERTICAL NAVIGATION PLANNING INFORMATION
Expect clearance to cross at FL240

ATLANTA TRANSITION (ATL.UNARM1): From over ATL VORTAC via ATL R-071 and GRD R-254 to GRD VORTAC. Then via GRD R-047 and CLT R-232 to UNARM INT. Thence. . . .

COLLIERS TRANSITION (IRQ.UNARM1): From over IRQ VORTAC via IRQ R-005 and GRD R-182 to GRD VORTAC. Then via GRD R-047 and CLT R-232 to UNARM INT. Thence. . . .

. . . . From over UNARM INT via CLT R-232 to:

LANDING NORTH: LOCKS INT. Expect radar vectors to final approach course.

LANDING SOUTH: CLT VOR/DME. Expect radar vectors to final approach course prior to CLT 5 DME fix.

WAAS CH 49008 W05A	APP CRS 045°	Rwy Idg 5500 TDZE 18 Apt Elev 18

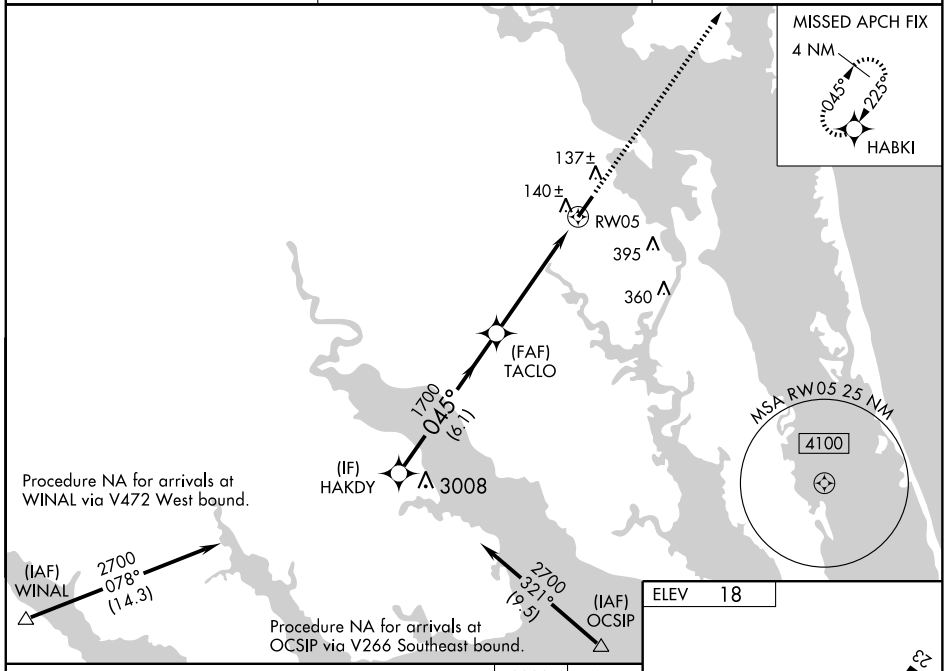
RNAV (GPS) RWY 5

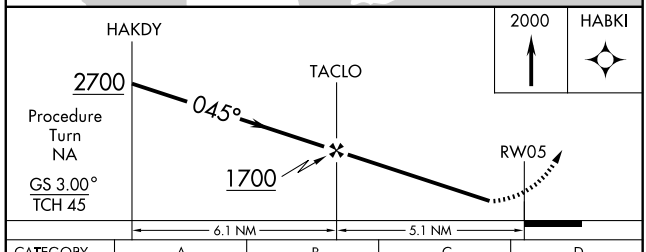
CURRITUCK COUNTY RGNL (ONX)

Baro-VNAV NA when using Oceana NAS/Apollo Soucek altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (120°F). DME/DME RNP-0.3 NA.Visibility reduction by helicopters NA. Procedure NA when tethered balloon located approximately 11.4 NM southwest of airport is flying. When local altimeter setting not received, use Oceana NAS/Apollo Soucek altimeter setting and increase all DA 59 feet, and all MDA 60 feet; increase LNAV Cat. C and D visibility ¼ mile.

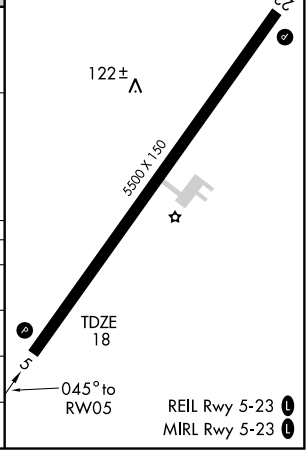
MISSED APPROACH: Climb to 2000 direct HABKI and hold.

AWOS-3	OCEANA APP CON	CTAF
119.775	123.9 266.8	122.9 (L)





CATEGORY	A	B	C	D
LPV DA	343-1¼ 325 (400-1¼)			
LNAV/VNAV DA	410-1½ 392 (400-1½)			
LNAV MDA	400-1 382 (400-1)			400-1¼ 382 (400-1¼)
CIRCLING	440-1 422 (500-1)	480-1 462 (500-1)	480-1½ 462 (500-1½)	580-2 562 (600-2)



SE-2, 22 OCT 2009 to 19 NOV 2009

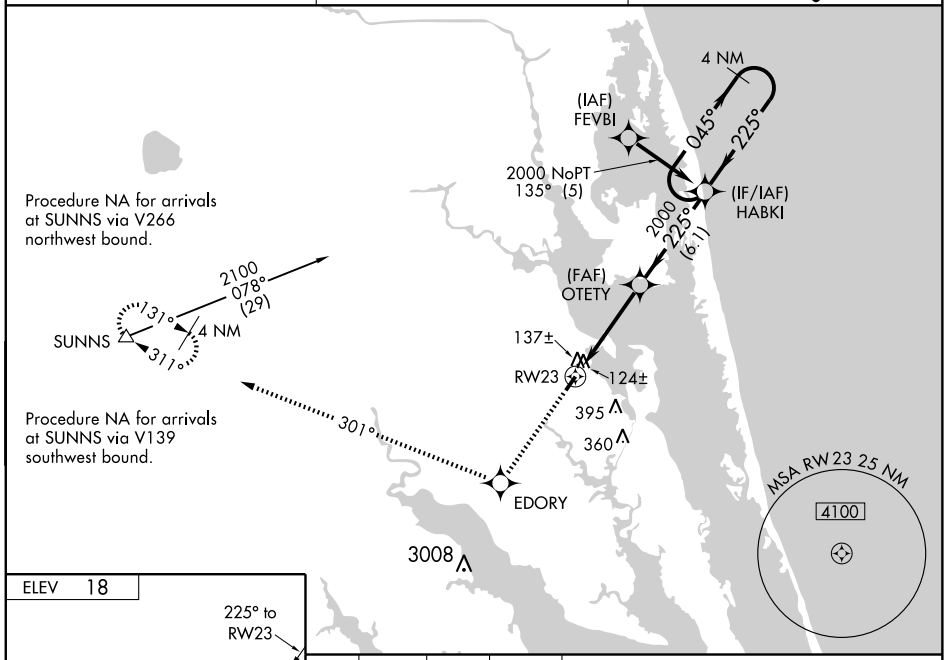
WAAS	APP CRS	Rwy Idg	5500
CH 97408	225°	TDZE	18
W23A		Apt Elev	18

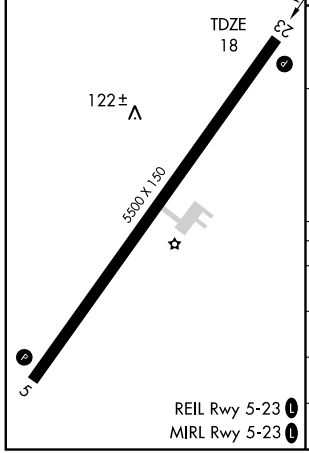
RNAV (GPS) RWY 23
CURRITUCK COUNTY RGNL (ONX)

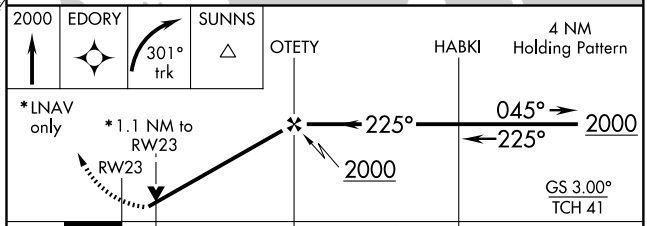
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5° F) or above 49°C (120°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Baro-VNAV NA when using Oceana NAS/Apollo Soucek altimeter setting. VDP NA when using Oceana NAS/Apollo Soucek altimeter setting. When local altimeter setting not received, use Oceana NAS/Apollo Soucek altimeter setting and increase all DA 59 feet and all MDA 60 feet; increase LPV visibility and LNAV/VNAV visibility ¼ mile and LNAV Cat. C and D visibility ¼ mile.

MISSED APPROACH: Climb to 2000 direct EDORY and right turn via 301° track to SUNNS and hold.

AWOS-3	OCEANA APP CON	CTAF
119.775	123.9 266.8	122.9 (L)







CATEGORY	A	B	C	D
LPV DA	384-1¼ 366 (400-1¼)			
LNAV/VNAV DA	424-1½ 406 (500-1½)			
LNAV MDA	400-1 382 (400-1)			400-1¼ 382 (400-1¼)
CIRCLING	440-1 422 (500-1)	480-1 462 (500-1)	480-1½ 462 (500-1½)	580-2 562 (600-2)

SE-2. 22 OCT 2009 to 19 NOV 2009

VOR/DME ECG	APP CRS	Rwy Idg	N/A
112.5	050°	TDZE	N/A
Chan 72		Apt Elev	18

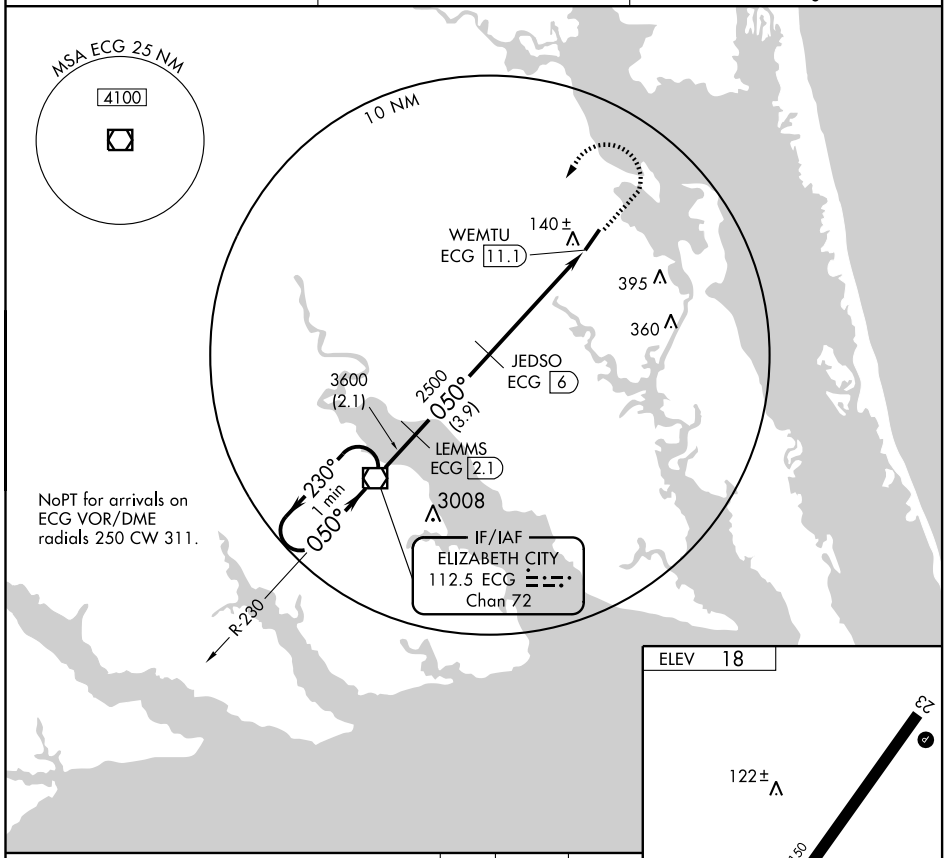
VOR/DME-A

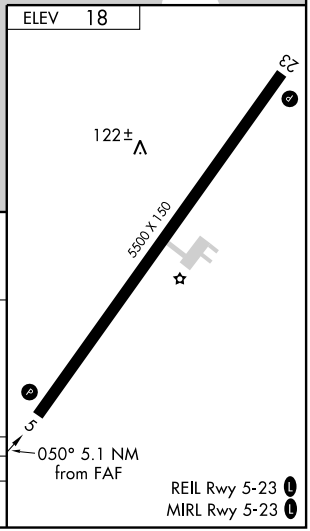
CURRITUCK COUNTY RGNL (ONX)

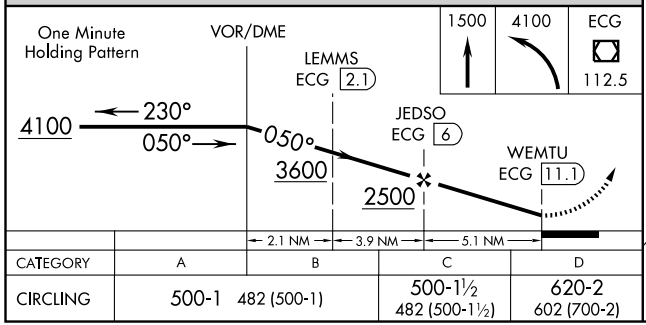
When local altimeter setting not received, use Oceana NAS/Apollo Soucek altimeter setting increase all MDA 60 feet. Procedure NA when tethered balloon located approximately 11.4 NM southwest of airport is flying.

MISSED APPROACH: Climb to 1500 then climbing left turn to 4100 direct ECG VOR/DME and hold, continue climb-in-hold to 4100.

AWOS-3	OCEANA APP CON	CTAF
119.775	123.9 266.8	122.9 L







CATEGORY	A	B	C	D
CIRCLING	500-1 482 (500-1)		500-1½ 482 (500-1½)	620-2 602 (700-2)

REIL Rwy 5-23 L
MIRL Rwy 5-23 L

SE-2, 22 OCT 2009 to 19 NOV 2009

LOC/DME I-EDE	APP CRS	Rwy Idg	6000
110.95	190°	TDZE	20
Chan 46 (Y)		Apt Elev	20

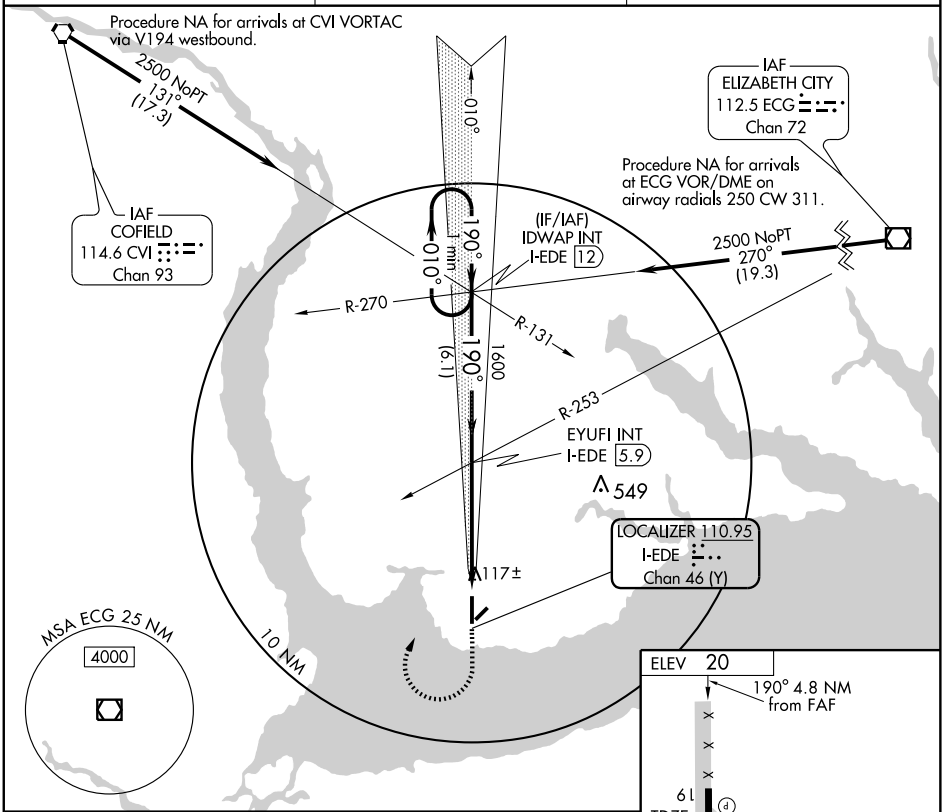
LOC RWY 19

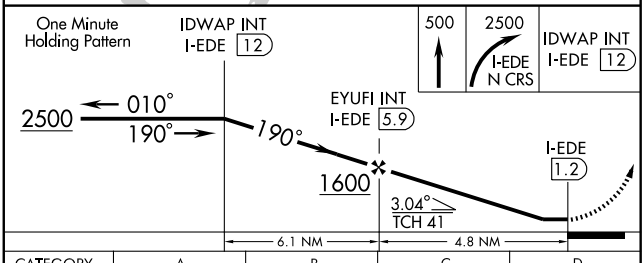
EDENTON/NORTHEASTERN RGNL (EDE)

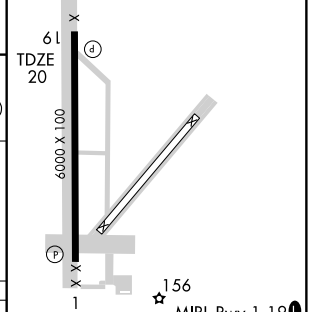
If local altimeter setting not received, use Elizabeth City altimeter setting and increase all DAs/MDAs 60 feet. DME or RADAR required. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 500 then climbing right turn to 2500 via I-EDE north course to IDWAP and hold.

AWOS-3	WASHINGTON CENTER	UNICOM
121.125	123.85 323.0	123.0 (CTAF)







CATEGORY	A	B	C	D
S-19	380-1 360 (400-1)			380-1¼ 360 (400-1¼)
CIRCLING	520-1 500 (500-1)		520-1½ 500 (500-1½)	580-2 560 (600-2)

FAF to MAP 4.8 NM

Knots	60	90	120	150	180
Min:Sec	4:48	3:12	2:24	1:55	1:36

SE-2, 22 OCT 2009 to 19 NOV 2009

NDB EDE	APP CRS	Rwy Idg	6000
265	182°	TDZE	20
		Apt Elev	20

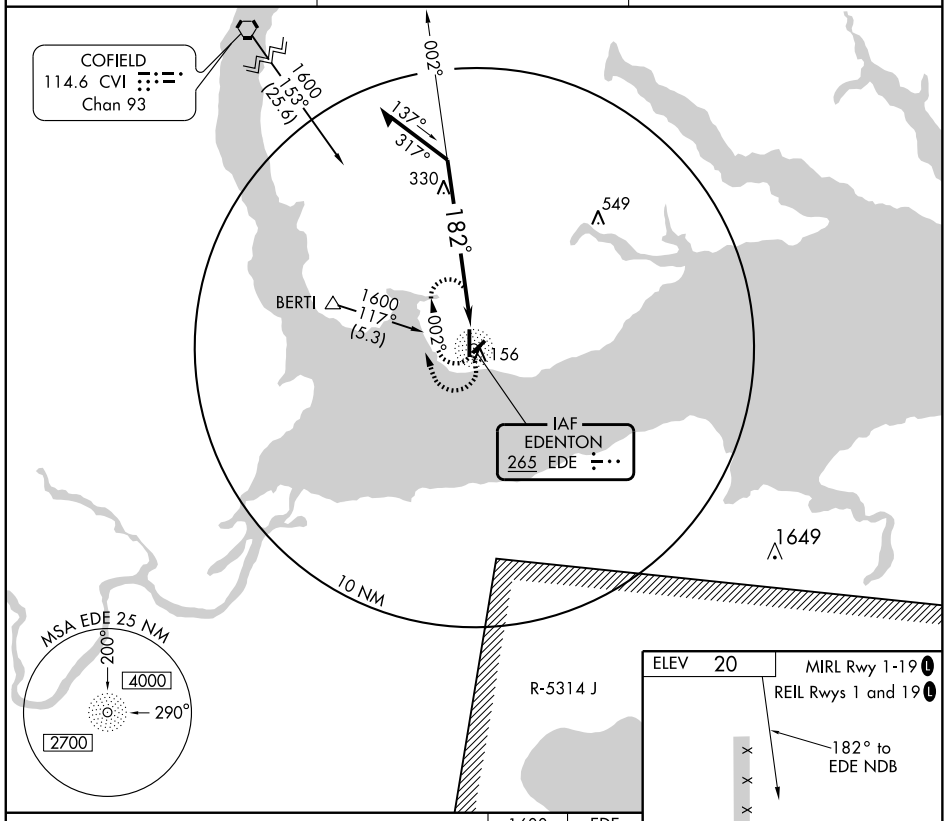
NDB RWY 19

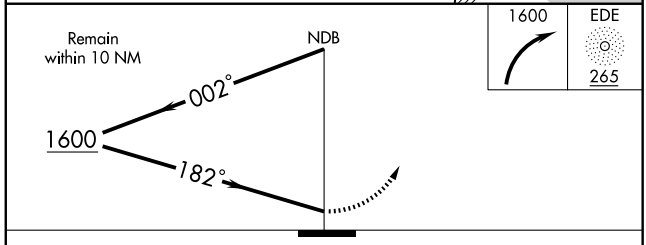
EDENTON/NORTHEASTERN RGNL (EDE)

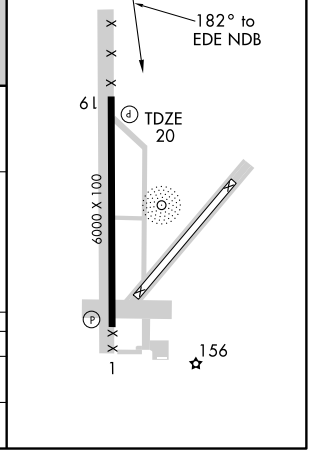
NA

MISSED APPROACH: Climbing right turn to 1600 in EDE NDB holding pattern.

AWOS-3	WASHINGTON CENTER	UNICOM
121.125	123.85 323.0	123.0 (CTAF) L







CATEGORY	A	B	C	D
S-19	680-1	660 (700-1)	680-1¾ 660 (700-1¾)	680-2 660 (700-2)
CIRCLING	680-1	660 (700-1)	680-1¾ 660 (700-1¾)	680-2 660 (700-2)

SE-2, 22 OCT 2009 to 19 NOV 2009

APP CRS	Rwy Idg	6000
025°	TDZE	20
	Apt Elev	20

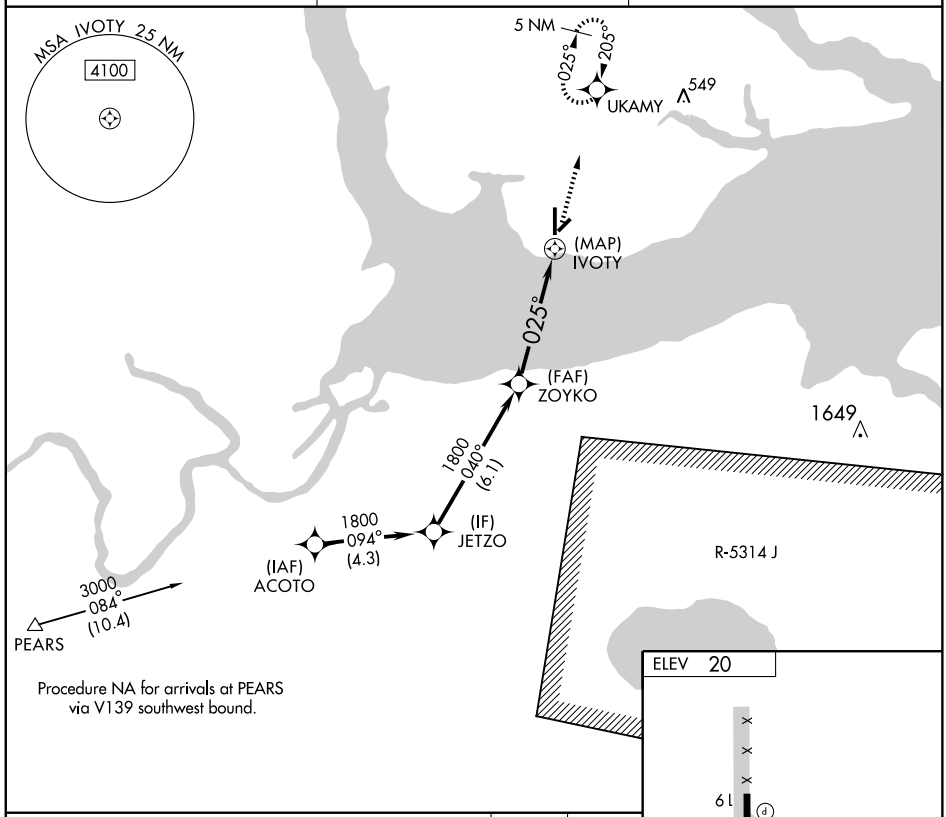
RNAV (GPS) RWY 1

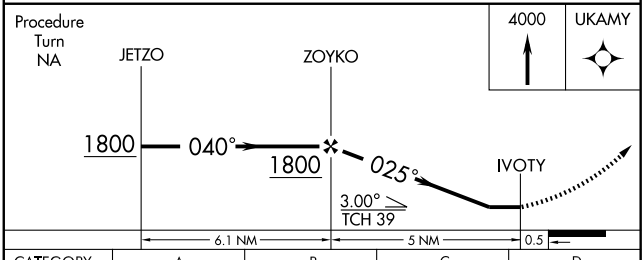
EDENTON/ NORTHEASTERN RGNL (EDE)

If local altimeter setting not received, use Elizabeth City altimeter setting and increase all MDAs 60 feet.
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

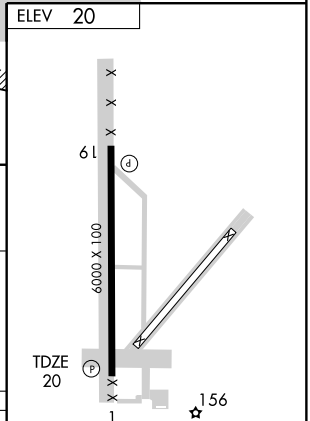
MISSED APPROACH: Climb to 4000 direct UKAMY and hold, continue climb-in-hold to 4000.

AWOS-3	WASHINGTON CENTER	UNICOM
121.125	123.85 323.0	123.0 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	460-1	440 (500-1)	460-1¼ 440 (500-1¼)	460-1½ 440 (500-1½)
CIRCLING	520-1	500 (500-1)	520-1½ 500 (500-1½)	580-2 560 (600-2)



SE-2, 22 OCT 2009 to 19 NOV 2009

WAAS CH 90503 W19A	APP CRS 190°	Rwy Idg 6000 / TDZE 20 / Apt Elev 20

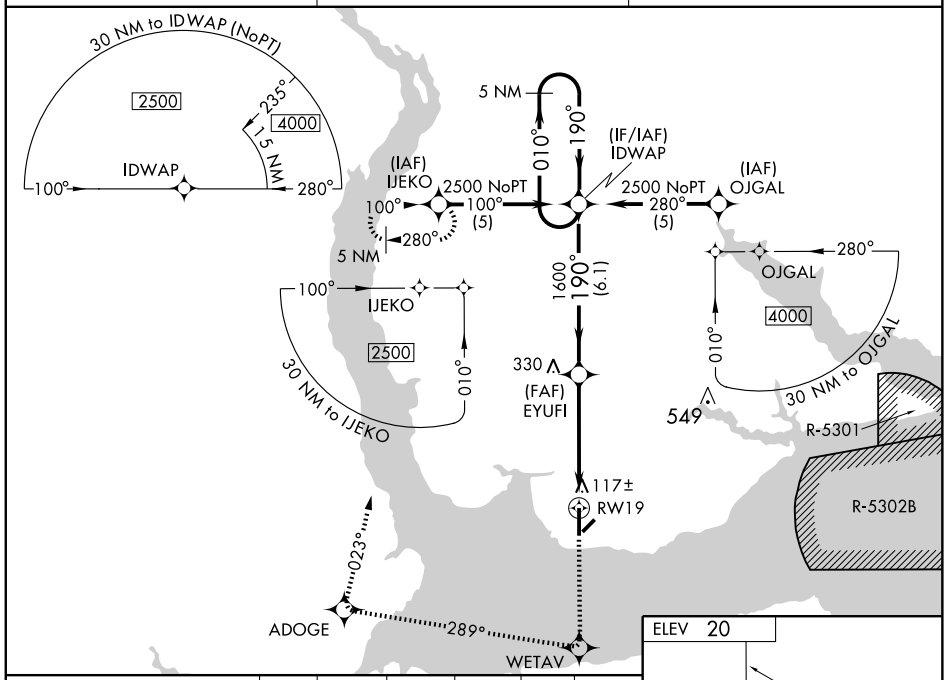
RNAV (GPS) RWY 19

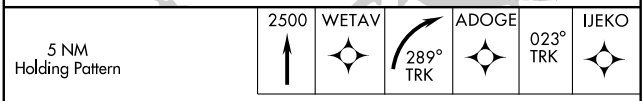
EDENTON/ NORTHEASTERN RGNL (EDE)

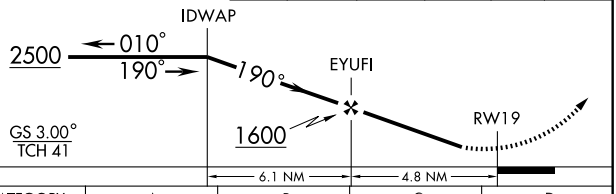
Baro-VNAV NA when using Elizabeth City altimeter setting. If local altimeter setting not received, use Elizabeth City altimeter setting and increase all DAs/MDAs 60 feet. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15° C (5° F) or above 48° C (118° F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

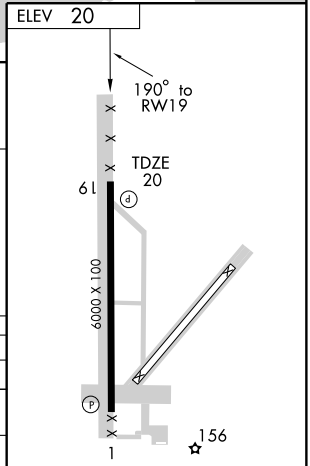
MISSED APPROACH: Climb to 2500 direct WETAV and right turn via 289° track to ADOGE and via 023° track to IJEKO and hold.

AWOS-3	WASHINGTON CENTER	UNICOM
121.125	123.85 323.0	123.0 (CTAF) L









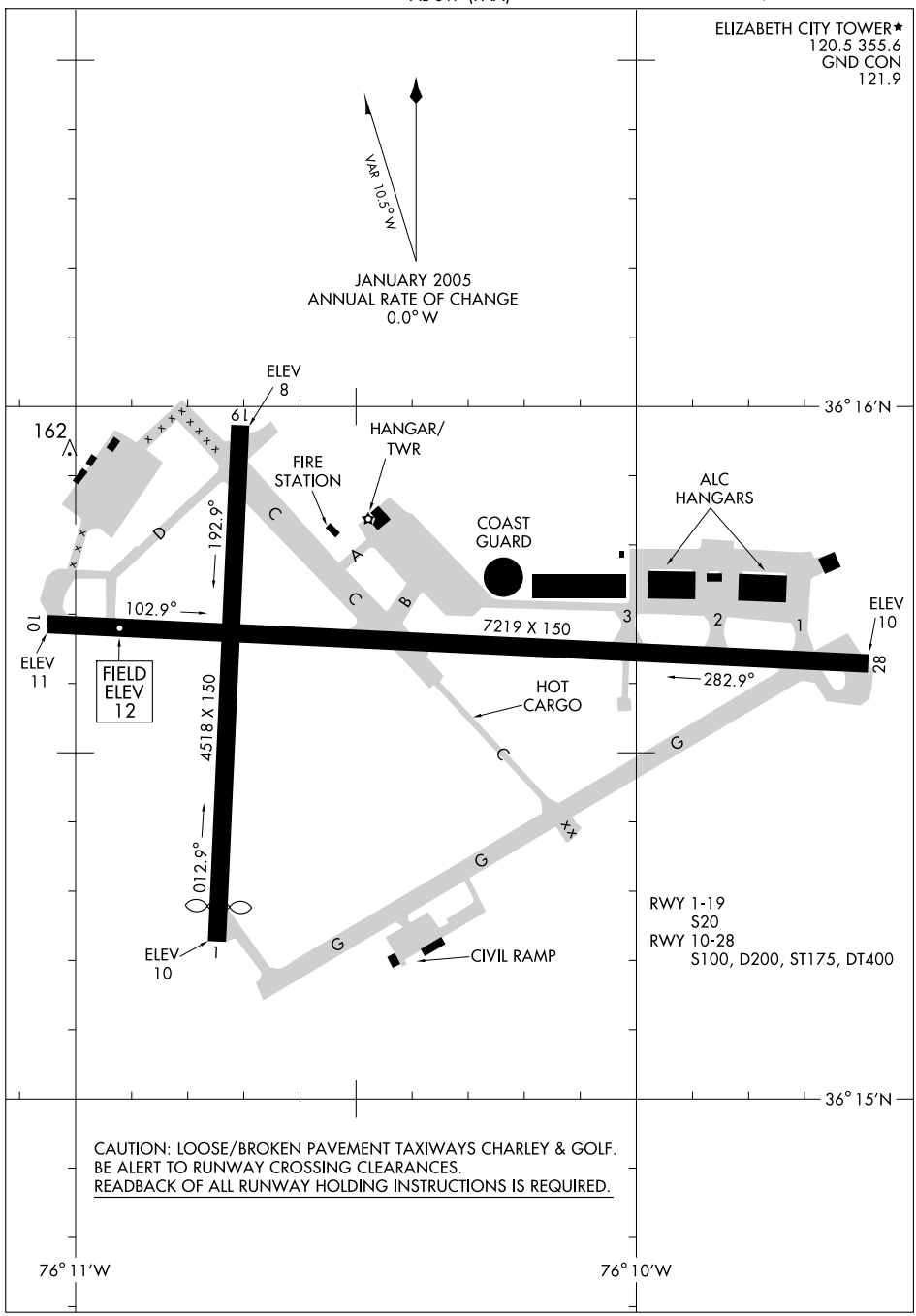
CATEGORY	A	B	C	D
LPV DA	362-1¼ 342 (400-1¼)			
LNAV/ VNAV DA	407-1½ 387 (400-1½)			
LNAV MDA	380-1 360 (400-1)			380-1¼ 360 (400-1¼)
CIRCLING	520-1 500 (500-1)		520-1½ 500 (500-1½)	580-2 560 (600-2)

SE-2, 22 OCT 2009 to 19 NOV 2009

09295

AIRPORT DIAGRAM

ELIZABETH CITY COAST GUARD AIR STATION/RGNL (ECG)
AL-617 (FAA)
ELIZABETH CITY, NORTH CAROLINA



CAUTION: LOOSE/BROKEN PAVEMENT TAXIWAYS CHARLEY & GOLF.
BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

SE-2, 22 OCT 2009 to 19 NOV 2009

LOC/DME I-EPR	APP CRS	Rwy Idg 7219
111.35	099°	TDZE 11
Chan50 (Y)		Apt Elev 12

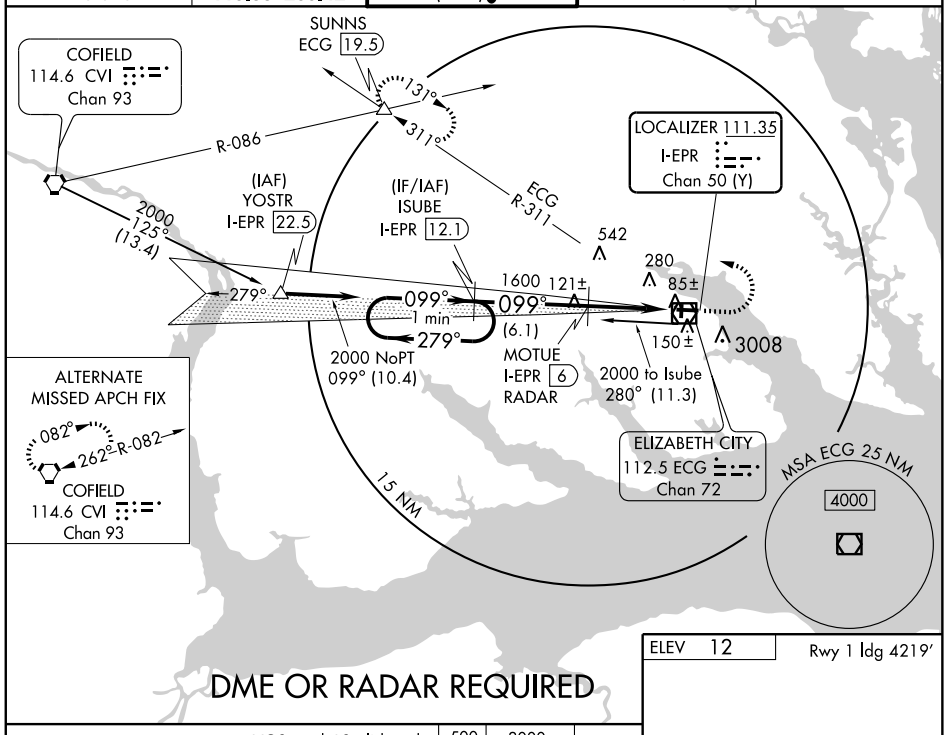
ILS or LOC RWY 10

ELIZABETH CITY COAST GUARD AIR STATION/RGNL(ECG)

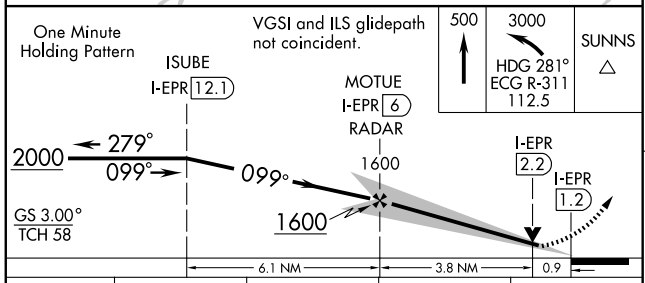
Procedure not authorized when tethered balloon located approximately 2 miles southeast of airport is flying. DME or RADAR REQUIRED.
If local altimeter setting not received, use Currituck altimeter setting and increase all DAs to 238 feet; increase all MDAs 40 feet.
VDP NA when using Currituck altimeter setting.

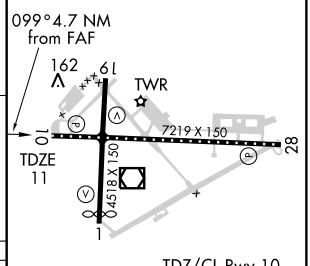
MISSED APPROACH: Climb to 500 then climbing left turn to 3000 via heading 281° and ECG VOR/DME R-311 to SUNNS Int/ ECG 19.5 DME and hold.

ASOS	NORFOLK APP CON	ELIZABETH CITY TOWER★	GND CON	UNICOM
118.525	119.55 269.42	120.5 (CTAF) L 355.6	121.9	122.95



DME OR RADAR REQUIRED





CATEGORY	A	B	C	D
S-ILS 10	211-¾ 200 (200-¾)			
S-LOC 10	360-1 349 (400-1)			360-1¼ 349 (400-1¼)
CIRCLING	480-1 468 (500-1)		480-1½ 468 (500-1½)	640-2 628 (700-2)

TDZ/CL Rwy 10
MIRL Rwy 1-19 L
HIRL Rwy 10-28 L
REIL Rwys 10 and 28

FAF to MAP 4.7 NM

Knots	60	90	120	150	180
Min:Sec	4:42	3:08	2:21	1:53	1:34

SE-2, 22 OCT 2009 to 19 NOV 2009

NDB LLW	APP CRS	Rwy Idg	7219
254	101°	TDZE	12
		Apt Elev	12

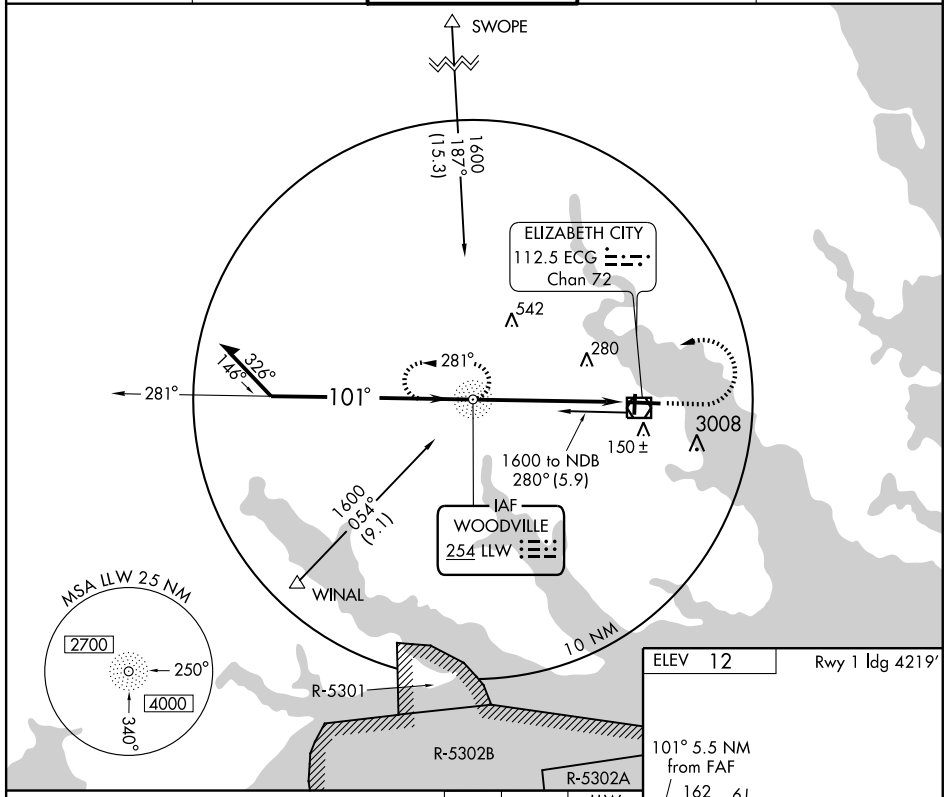
NDB RWY 10

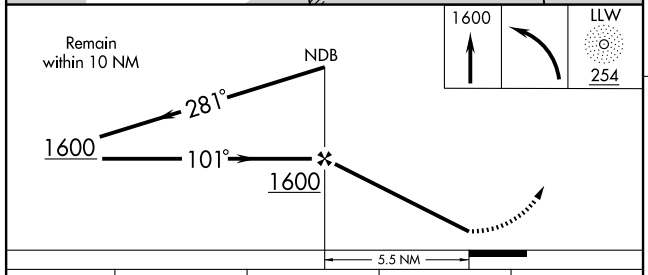
ELIZABETH CITY COAST GUARD AIR STATION/RGNL (ECG)

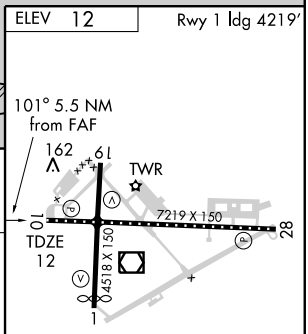
▼ NA — Procedure not authorized when tethered balloon located approximately 2 miles southeast of airport is flying.

MISSED APPROACH: Climb to 1600 then left turn direct LLW NDB and hold.

ASOS	NORFOLK APP CON	ELIZABETH CITY TOWER★	GND CON	UNICOM
118.525	119.55 269.42	120.5 (CTAF) L 355.6	121.9	122.95







TDZ/CL Rwy 10
MIRL Rwy 1-19 L
HIRL Rwy 10-28 L
REIL Rwys 10 and 28

CATEGORY	A	B	C	D
S-10	640-1	628 (700-1)	640-1¾ 628 (700-1¾)	640-2 628 (700-2)
CIRCLING	640-1	628 (700-1)	640-1¾ 628 (700-1¾)	640-2 628 (700-2)

FAF to MAP 5.5 NM

Knots	60	90	120	150	180
Min:Sec	5:30	3:40	2:45	2:12	1:50

SE-2, 22 OCT 2009 to 19 NOV 2009

APP CRS	Rwy Idg	4220
354°	TDZE	12
	Apt Elev	12

RNAV (GPS) RWY 1

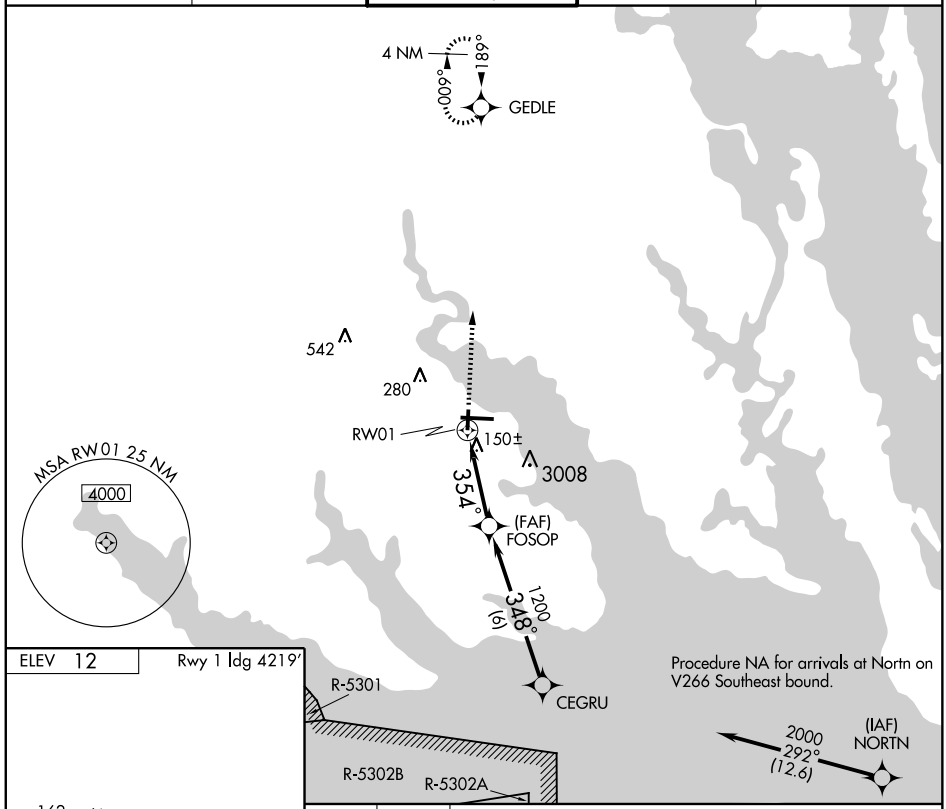
ELIZABETH CITY COAST GUARD AIR STATION/RGNL (ECG)

GPS or RNP-0.3 required. DME/DME RNP-0.3 NA. Procedure not authorized when tethered balloon located approximately 2 miles southeast of airport is flying. ATC clearance required to penetrate R-5302B.

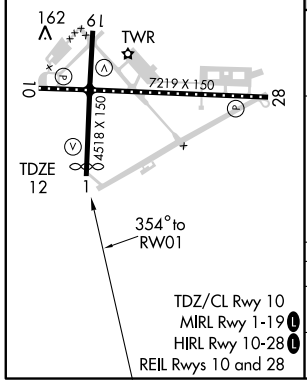
NA

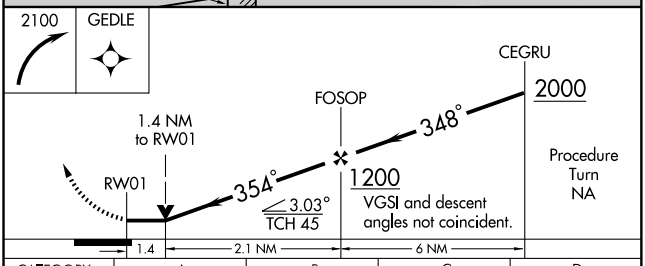
MISSED APPROACH: Climbing right turn to 2100 direct GEDLE WP and hold.

ASOS	NORFOLK APP CON	ELIZABETH CITY TOWER ★	GND CON	UNICOM
118.525	119.55 269.42	120.5 (CTAF) L 355.6	121.9	122.95



ELEV 12 Rwy 1 Idg 4219'





CATEGORY	A	B	C	D
LNAV MDA	460-1	448 (500-1)	460-1¼ 448 (500-1¼)	460-1½ 448 (500-1½)
CIRCLING	520-1	508 (600-1)	520-1½ 508 (600-1½)	640-2 628 (700-2)

TDZ/CL Rwy 10
MIRL Rwy 1-19 L
HIRL Rwy 10-28 L
REIL Rwys 10 and 28

SE-2, 22 OCT 2009 to 19 NOV 2009

WAAS	APP CRS	Rwy Idg	7219
CH 65703	099°	TDZE	11
W10A		Apt Elev	12

RNAV (GPS) RWY 10

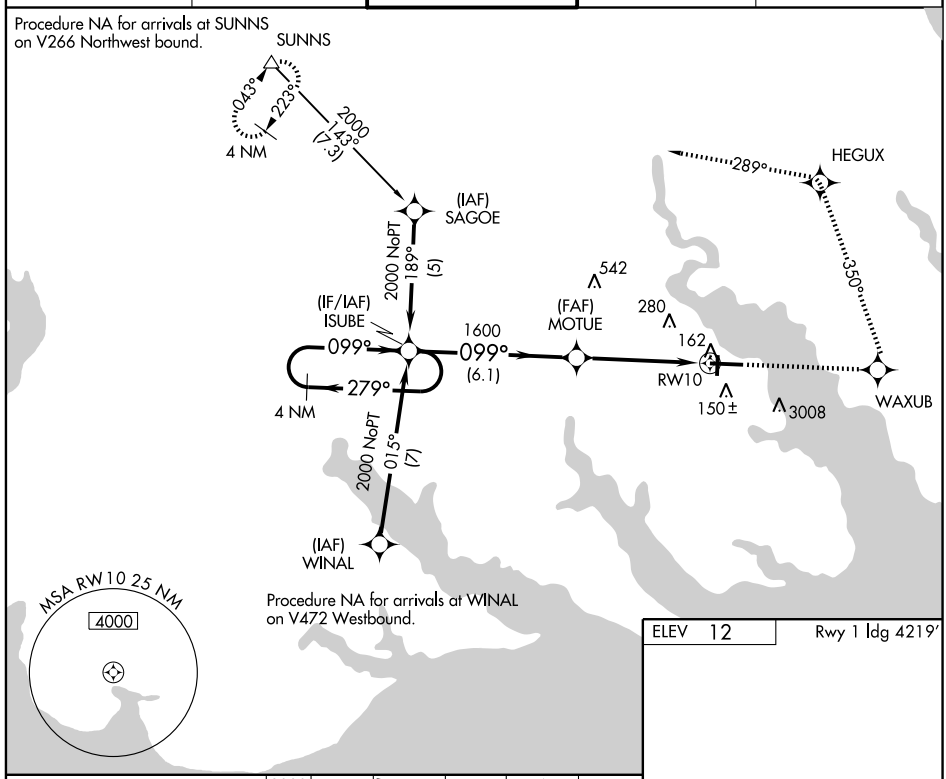
ELIZABETH CITY COAST GUARD AIR STATION/RGNL (ECG)

Procedure not authorized when tethered balloon located approximately 2 miles southeast of airport is flying. DME/DME RNP-0.3 NA.
If local altimeter setting not received, use Currituck altimeter setting and increase all DAs to 288 feet; increase all MDAs 40 feet.
VDP NA when using Currituck altimeter setting.

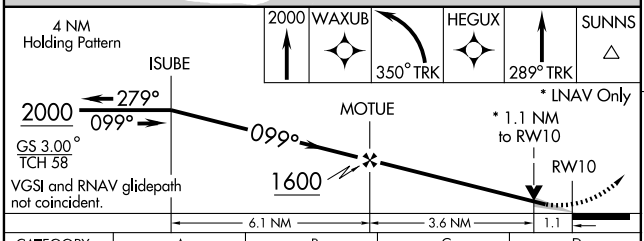
MISSED APPROACH: Climb to 2000 direct WAXUB and left turn via 350° track to HEGUX and 289° track to SUNNS and hold.

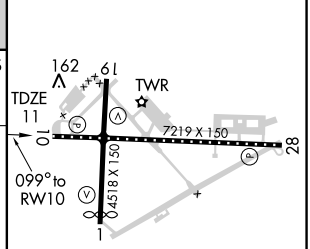
ASOS	NORFOLK APP CON	ELIZABETH CITY TOWER ★	GND CON	UNICOM
118.525	119.55 269.42	120.5 (CTAF) L 355.6	121.9	122.95

Procedure NA for arrivals at SUNNS on V266 Northwest bound.



Procedure NA for arrivals at WINAL on V472 Westbound.





CATEGORY	A	B	C	D
LPV DA	261 - ¾		250 (300-¾)	
LNAV MDA	420-1	409 (500-1)	420-1¼	409 (500-1¼)
CIRCLING	480-1	468 (500-1)	480-1½ 468 (500-1½)	640-2 628 (700-2)

TDZ/CL Rwy 10
MIRL Rwy 1-19 L
HIRL Rwy 10-28 L
REIL Rwys 10 and 28

SE-2, 22 OCT 2009 to 19 NOV 2009

APP CRS	Rwy Idg	4518
189°	TDZE	12
	Apt Elev	12

RNAV (GPS) RWY 19

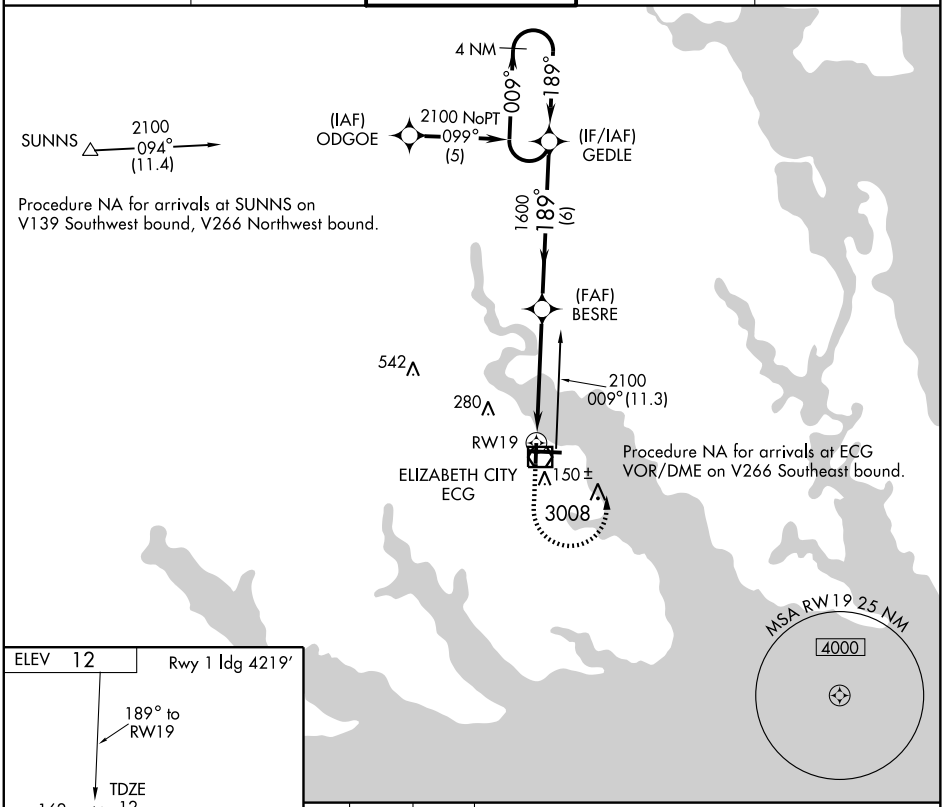
ELIZABETH CITY COAST GUARD AIR STATION/RGNL (ECG)

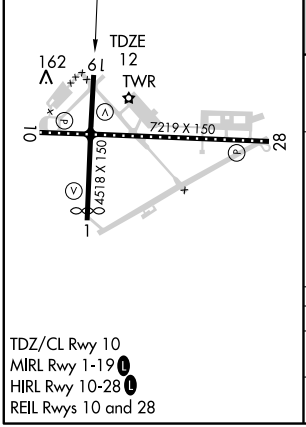
GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA. Procedure not authorized when tethered balloon located approximately 2 miles southeast of airport is flying.

NA

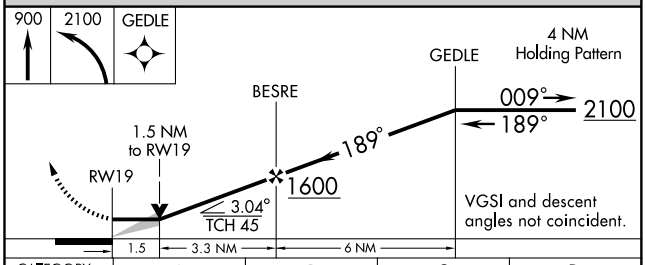
MISSED APPROACH: Climb to 900 then climbing left turn to 2100 direct GEDLE WP and hold.

ASOS	NORFOLK APP CON	ELIZABETH CITY TOWER★	GND CON	UNICOM
118.525	119.55 269.42	120.5 (CTAF) L 355.6	121.9	122.95





TDZ/CL Rwy 10
MIRL Rwy 1-19 L
HIRL Rwy 10-28 L
REIL Rwys 10 and 28



CATEGORY	A	B	C	D
LNAV MDA	480-1	468 (500-1)	480-1¼ 468 (500-1¼)	480-1½ 468 (500-1½)
CIRCLING	520-1	508 (600-1)	520-1½ 508 (600-1½)	640-2 628 (700-2)

SE-2, 22 OCT 2009 to 19 NOV 2009

APP CRS	Rwy Idg	7219
279°	TDZE	11
	Apt Elev	12

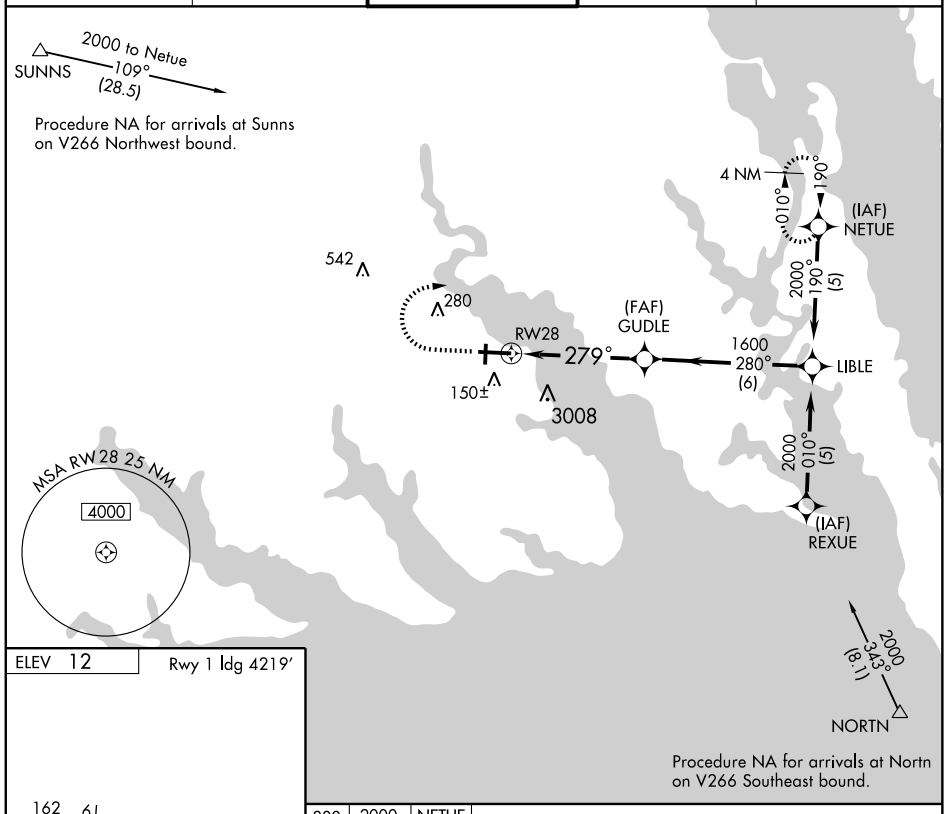
RNAV (GPS) RWY 28

ELIZABETH CITY COAST GUARD AIR STATION/RGNL (ECG)

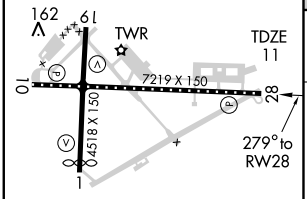
NA — GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA. Procedure not authorized when tethered balloon located approximately 2 miles southeast of airport is flying.

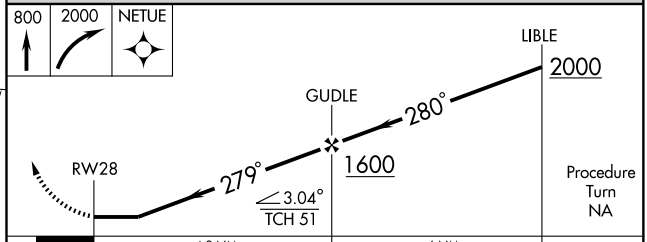
MISSED APPROACH: Climb to 800 then climbing right turn to 2000 direct NETUE WP and hold.

ASOS	NORFOLK APP CON	ELIZABETH CITY TOWER★	GND CON	UNICOM
118.525	119.55 269.42	120.5 (CTAF) L 355.6	121.9	122.95



ELEV 12 — Rwy 1 ldg 4219′





TDZ/CL Rwy 10
MIRL Rwy 1-19 L
HIRL Rwy 10-28 L
REIL Rwys 10 and 28

CATEGORY	A	B	C	D
LNAV MDA	360-1 349 (400-1)			360-1¼ 349 (400-1¼)
CIRCLING	520-1 508 (600-1)		520-1½ 508 (600-1½)	640-2 628 (700-2)

SE-2, 22 OCT 2009 to 19 NOV 2009

VOR/DME ECG	APP CRS	Rwy Idg	4219
112.5	016°	TDZE	12
Chan 72		Apt Elev	12

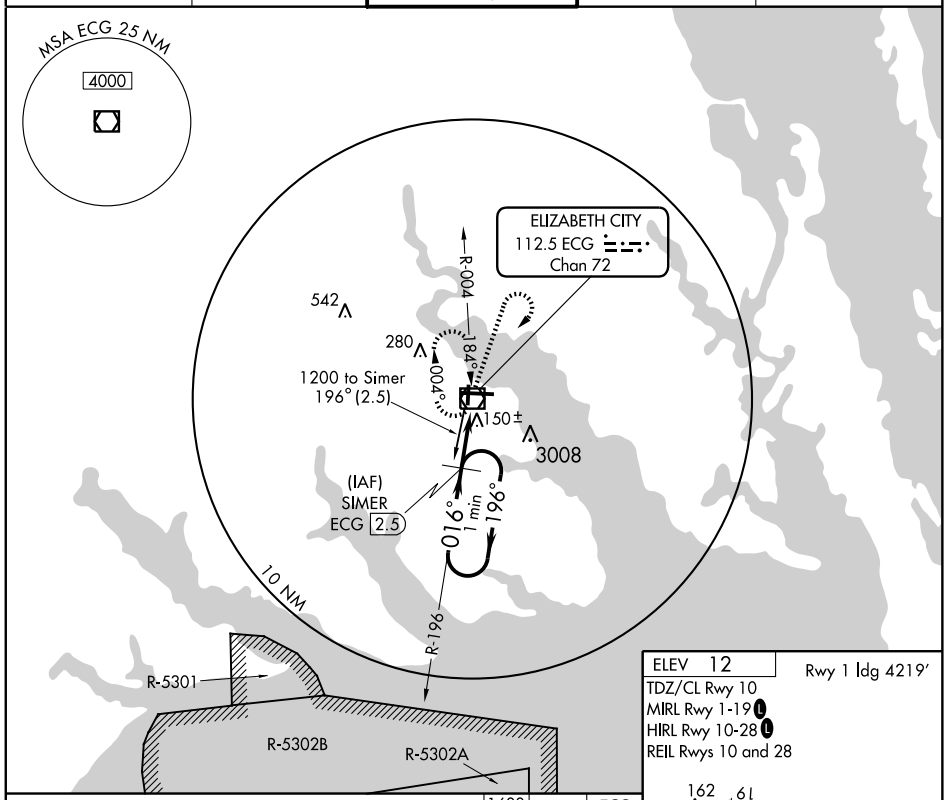
VOR/DME RWY 1

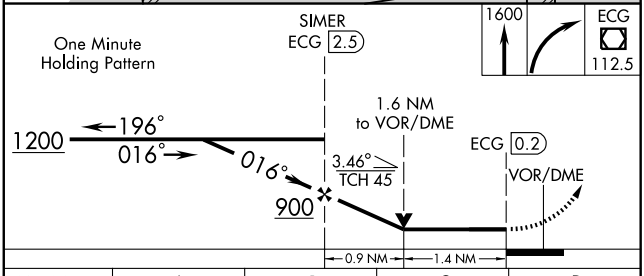
ELIZABETH CITY COAST GUARD AIR STATION/RGNL (ECG)

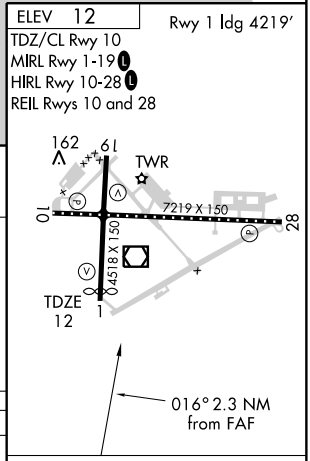
Procedure not authorized when tethered balloon located approximately 2 miles southeast of airport is flying. Penetration of R-5301 is not authorized. ATC clearance required to penetrate R-5302B.

MISSED APPROACH: Climb to 1600 then right turn direct ECG VOR/DME and hold.

ASOS	NORFOLK APP CON	ELIZABETH CITY TOWER★	GND CON	UNICOM
118.525	119.55 269.42	120.5 (CTAF) L 355.6	121.9	122.95







CATEGORY	A	B	C	D
S-1	460-1	448 (500-1)	460-1¼ 448 (500-1¼)	460-1½ 448 (500-1½)
CIRCLING	520-1	508 (600-1)	520-1½ 508 (600-1½)	640-2 628 (700-2)

Knots	60	90	120	150	180
Min:Sec					

SE-2, 22 OCT 2009 to 19 NOV 2009

VOR/DME ECG	APP CRS	Rwy Idg	7219
112.5	108°	TDZE	12
Chan 72		Apt Elev	12

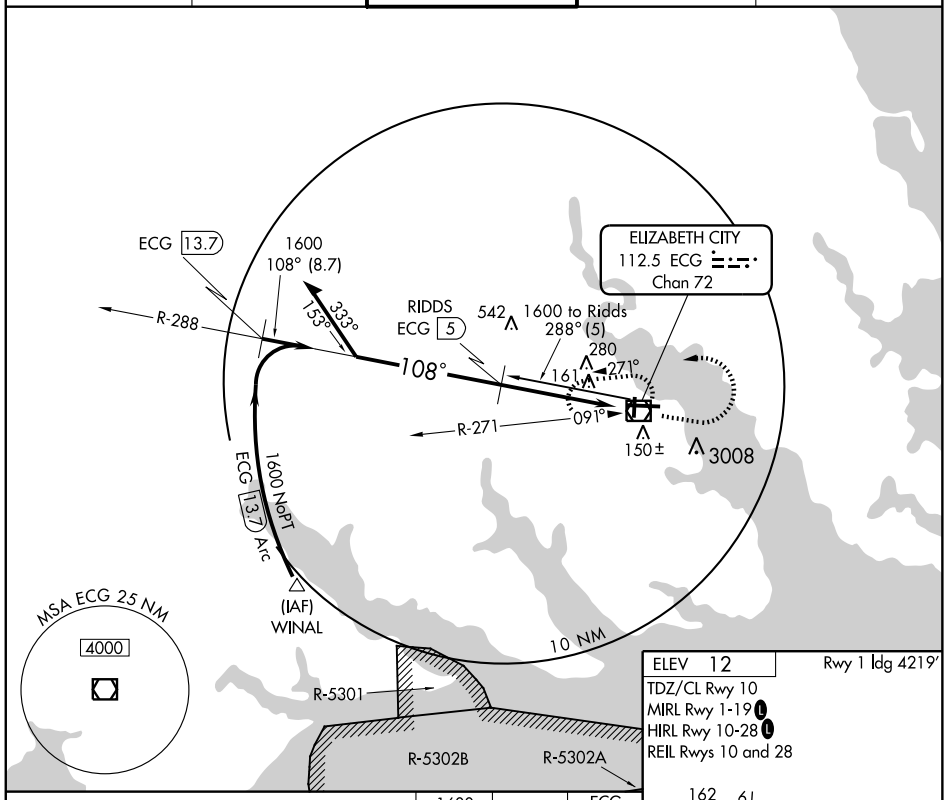
VOR/DME RWY 10

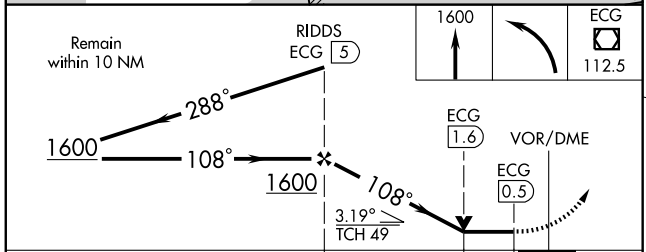
ELIZABETH CITY COAST GUARD AIR STATION/RGNL (ECG)

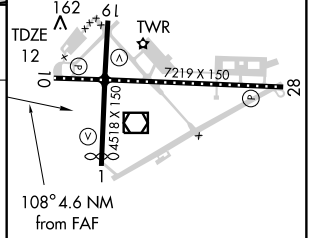
Procedure not authorized when tethered balloon located approximately 2 miles southeast of airport is flying.

MISSED APPROACH: Climb to 1600 then left turn direct ECG VOR/DME and hold.

ASOS	NORFOLK APP CON	ELIZABETH CITY TOWER ★	GND CON	UNICOM
118.525	119.55 269.42	120.5 (CTAF) L 355.6	121.9	122.95







CATEGORY	A	B	C	D
S-10	420-1	408 (500-1)	420-1¼	408 (500-1¼)
CIRCLING	520-1	508 (600-1)	520-1½ 508 (600-1½)	640-2 628 (700-2)

Knots	60	90	120	150	180
Min:Sec					

SE-2, 22 OCT 2009 to 19 NOV 2009

VOR/DME ECG	APP CRS	Rwy Idg	4518
112.5	184°	TDZE	12
Chan 72		Apt Elev	12

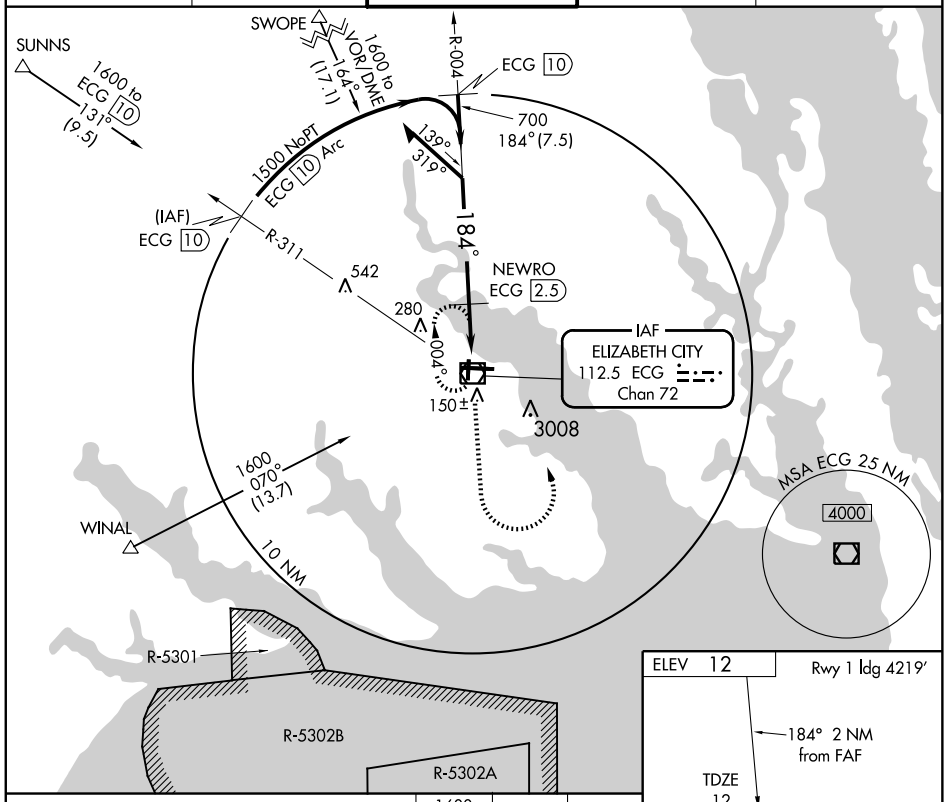
VOR/DME RWY 19

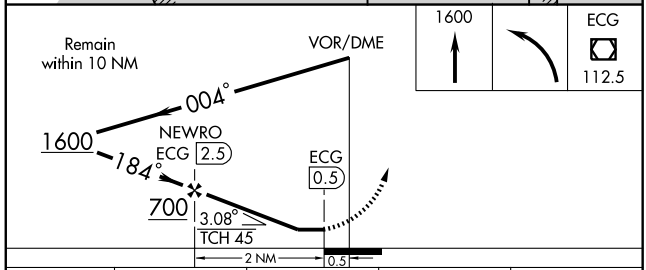
ELIZABETH CITY COAST GUARD AIR STATION/RGNL (ECG)

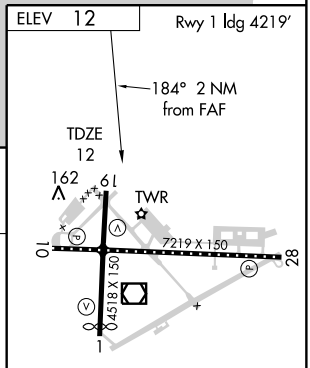
Procedure not authorized when tethered balloon located approximately 2 miles southeast of airport is flying.

MISSED APPROACH: Climb to 1600 then left turn direct ECG VOR/DME and hold.

ASOS	NORFOLK APP CON	ELIZABETH CITY TOWER★	GND CON	UNICOM
118.525	119.55 269.42	120.5 (CTAF) L 355.6	121.9	122.95







TDZ/CL Rwy 10
MIRL Rwy 1-19 L
HIRL Rwy 10-28 L
REIL Rwys 10 and 28

CATEGORY	A	B	C	D
S-19	480-1	468 (500-1)	480-1¼ 468 (500-1¼)	480-1½ 468 (500-1½)
CIRCLING	520-1	508 (600-1)	520-1½ 508 (600-1½)	640-2 628 (700-2)

Knots	60	90	120	150	180
Min:Sec					

SE-2, 22 OCT 2009 to 19 NOV 2009

VOR/DME ECG	APP CRS	Rwy Idg	7219
112.5	270°	TDZE	11
Chan 72		Apt Elev	12

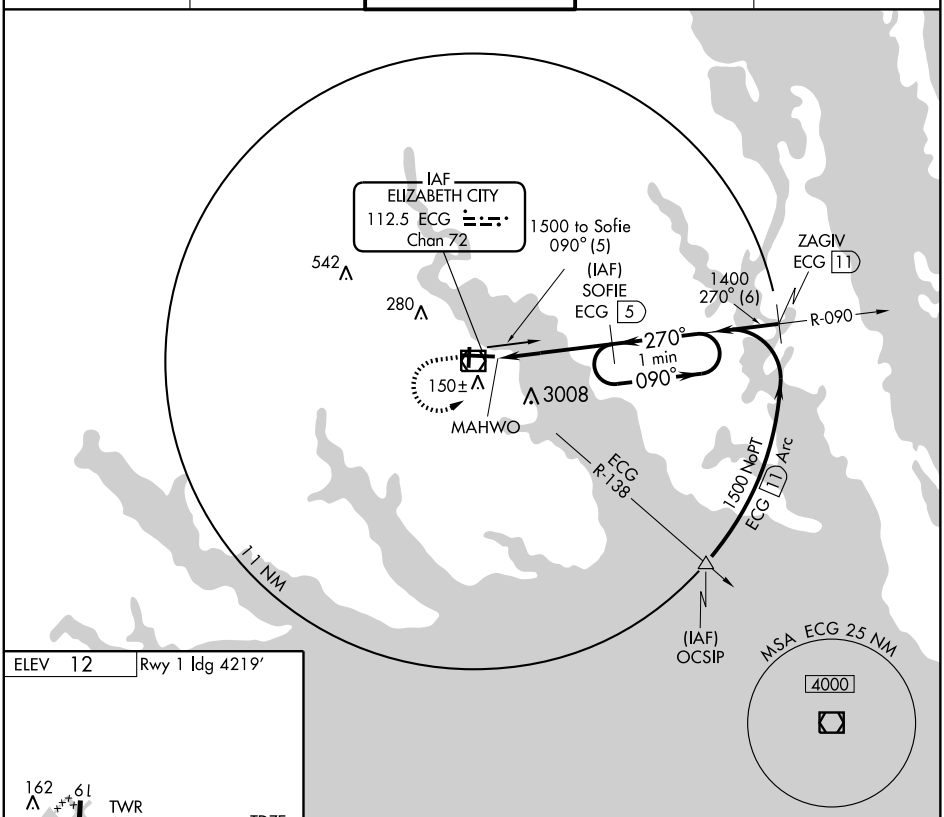
VOR/DME RWY 28

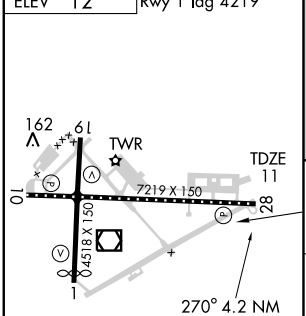
ELIZABETH CITY COAST GUARD AIR STATION/RGNL (ECG)

Procedure not authorized when tethered balloon located approximately 2 miles southeast of airport is flying.

MISSED APPROACH: Climb to 1000 then climbing left turn to 1500 via ECG R-090 to SOFIE 5 DME and hold.

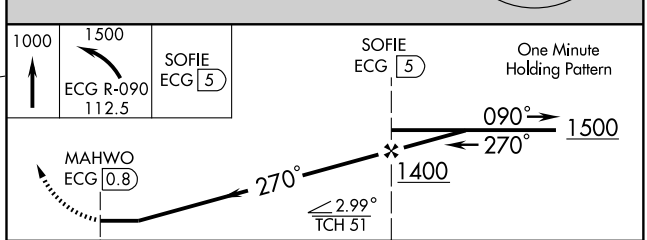
ASOS	NORFOLK APP CON	ELIZABETH CITY TOWER★	GND CON	UNICOM
118.525	119.55 269.42	120.5 (CTAF) L 355.6	121.9	122.95





TDZ/CL Rwy 10
MIRL Rwy 1-19 L
HIRL Rwy 10-28 L
REIL Rwys 10 and 28

Knots	60	90	120	150	180
Min:Sec					



CATEGORY	A	B	C	D
S-28	360-1 349 (400-1)			360-1¼ 349 (400-1¼)
CIRCLING	520-1 508 (600-1)		520-1½ 508 (600-1½)	640-2 628 (700-2)

SE-2, 22 OCT 2009 to 19 NOV 2009

APP CRS	Rwy Idg	4998
152°	TDZE	133
	Apt Elev	133

GPS RWY 15

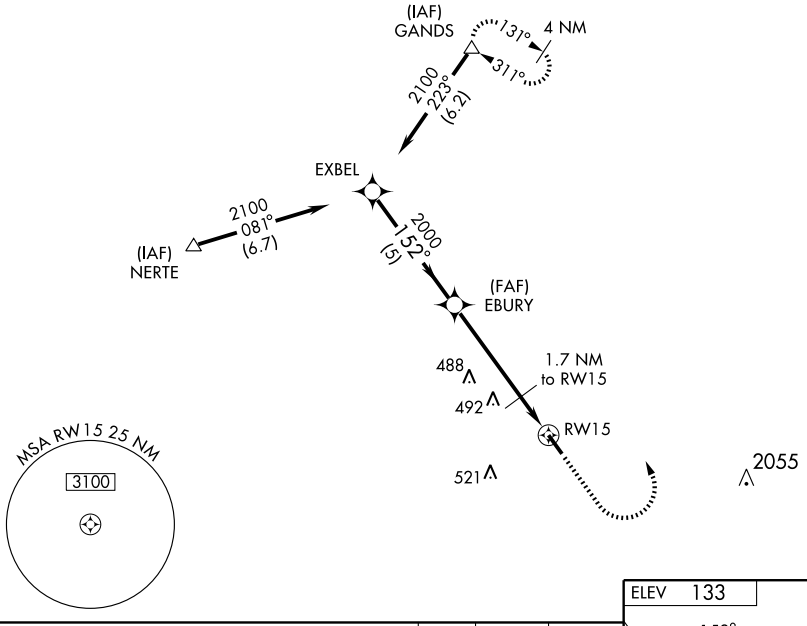
ELIZABETHTOWN/ CURTIS L BROWN JR FIELD (EYF)

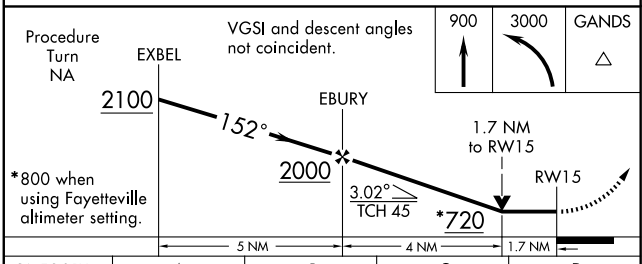
Obtain local altimeter setting on CTAF; when not received, use Fayetteville altimeter setting. VDP and descent angle/gradient not authorized with Fayetteville altimeter setting.

NA

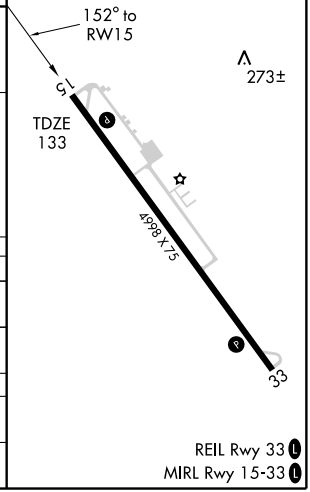
MISSED APPROACH: Climb to 900 then climbing left turn to 3000 direct GANDS WP and hold.

AWOS-3	FAYETTEVILLE APP CON	UNICOM
119.475	133.0 295.0	122.8 (CTAF) L





CATEGORY	A	B	C	D
S-15	580-1 447 (500-1)		580-1½ 447 (500-1½)	
CIRCLING	640-1 507 (600-1)		640-1½ 507 (600-1½)	800-2 667 (700-2)
FAYETTEVILLE ALTIMETER SETTING MINIMUMS				
S-15	660-1 527 (600-1)		660-1½ 527 (600-1½)	660-1¾ 527 (600-1¾)
CIRCLING	700-1 567 (600-1)		700-1¾ 567 (600-1¾)	880-2½ 747 (800-2½)



SE-2, 22 OCT 2009 to 19 NOV 2009

APP CRS	Rwy Idg	4998
332°	TDZE	123
	Apt Elev	133

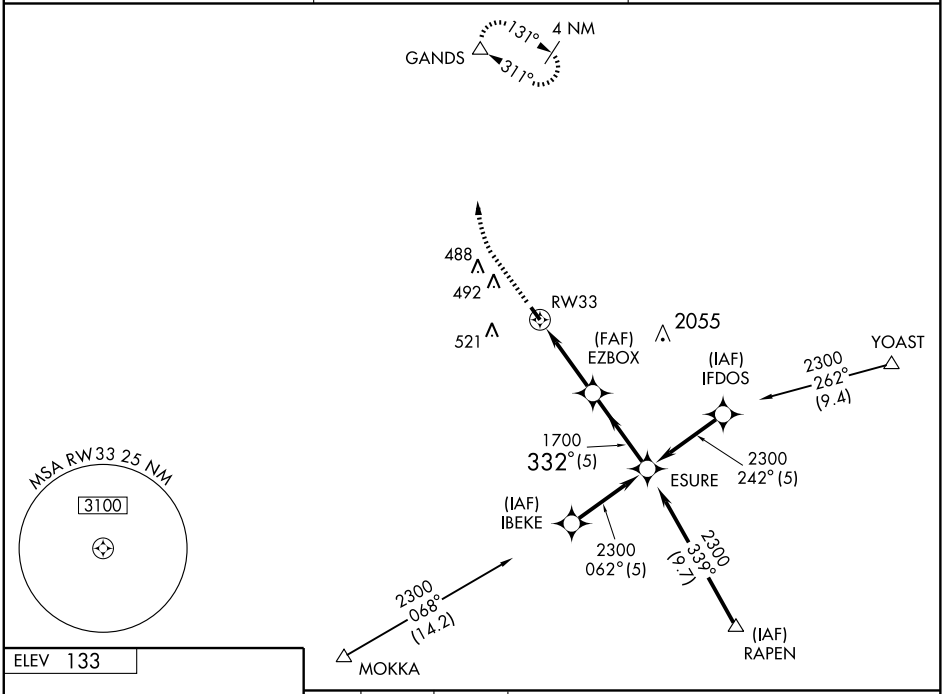
GPS RWY 33

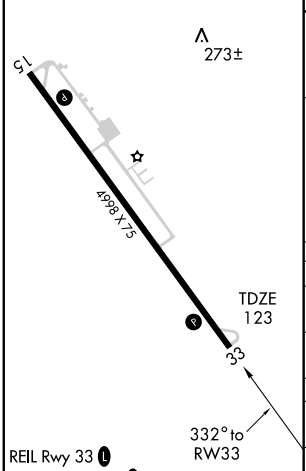
ELIZABETHTOWN/ CURTIS L BROWN JR FIELD (EYF)

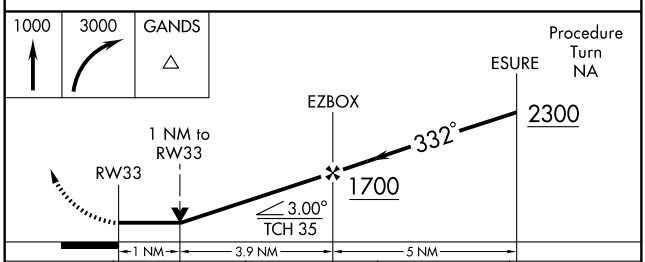
Obtain local altimeter setting on CTAF; when not received, use Fayetteville altimeter setting. VDP and descent angle/gradient not authorized with Fayetteville altimeter setting.

MISSED APPROACH: Climb to 1000 then climbing right turn to 3000 direct GANDS WP and hold.

AWOS-3	FAYETTEVILLE APP CON	UNICOM
119.475	133.0 295.0	122.8 (CTAF)







CATEGORY	A	B	C	D
S-33	480-1 357 (400-1)			480-1¼ 357 (400-1¼)
CIRCLING	640-1 507 (600-1)		640-1½ 507 (600-1½)	800-2 667 (700-2)
FAYETTEVILLE ALTIMETER SETTING MINIMUMS				
S-33	560-1 437 (500-1)		560-1¼ 437 (500-1¼)	560-1½ 437 (500-1½)
CIRCLING	700-1 567 (600-1)		700-1½ 567 (600-1½)	880-2½ 747 (800-2½)

SE-2, 22 OCT 2009 to 19 NOV 2009

NDB	TGQ	APP CRS	Rwy Idg	4998
	398	332°	TDZE	123
			Apt Elev	133

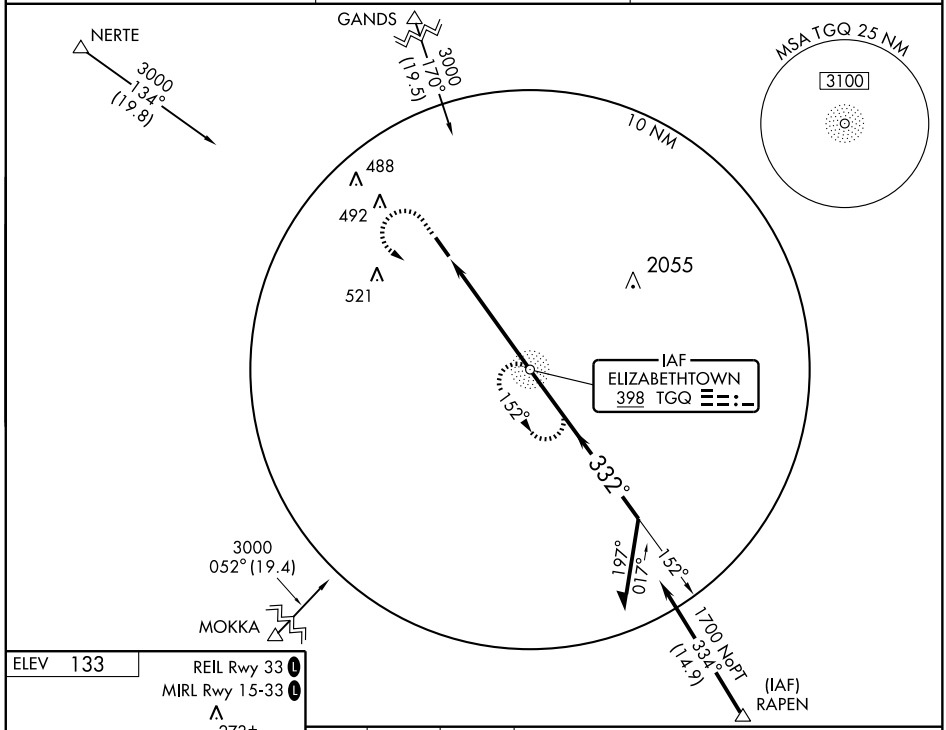
NDB RWY 33

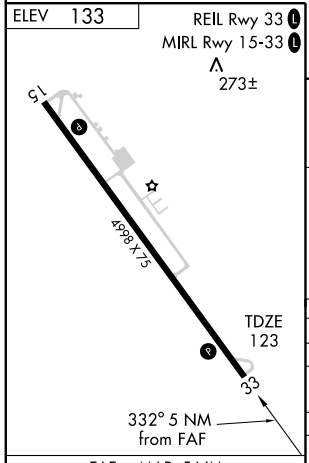
ELIZABETHTOWN/CURTIS L BROWN JR FIELD (EYF)

Obtain local altimeter setting on CTAF; when not received, use Fayetteville altimeter setting. Descent angle/gradient not authorized with Fayetteville altimeter setting.

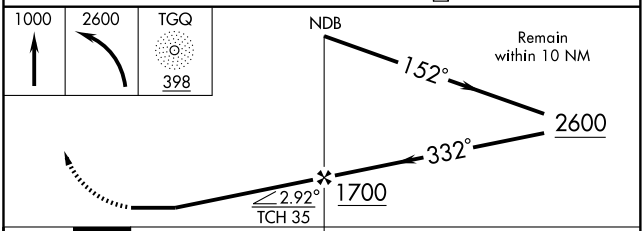
MISSED APPROACH: Climb to 1000 then climbing left turn to 2600 direct TGQ NDB and hold.

AWOS-3	FAYETTEVILLE APP CON	UNICOM
119.475	133.0 295.0	122.8 (CTAF)





FAF to MAP 5 NM					
Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40



CATEGORY	A	B	C	D
S-33	540-1	417 (500-1)	540-1¼	417 (500-1¼)
CIRCLING	640-1	507 (600-1)	640-1½ 507 (600-1½)	800-2 667 (700-2)
FAYETTEVILLE ALTIMETER SETTING MINIMUMS				
S-33	620-1	497 (500-1)	620-1¼ 497 (500-1¼)	620-1½ 497 (500-1½)
CIRCLING	700-1	567 (600-1)	700-1½ 567 (600-1½)	880-2½ 747 (800-2½)

SE-2, 22 OCT 2009 to 19 NOV 2009

VOR/DME FAY	APP CRS	Rwy Idg	4998
108.8	152°	TDZE	133
Chan 25		Apt Elev	133

VOR/DME RWY 15

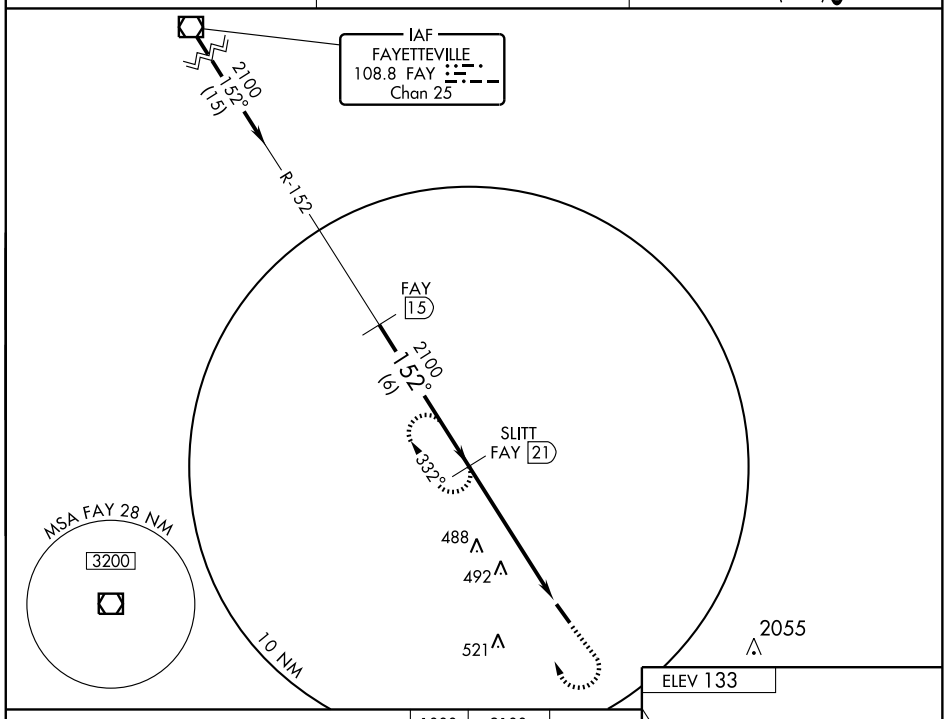
ELIZABETHTOWN/CURTIS L BROWN JR FIELD (EYF)

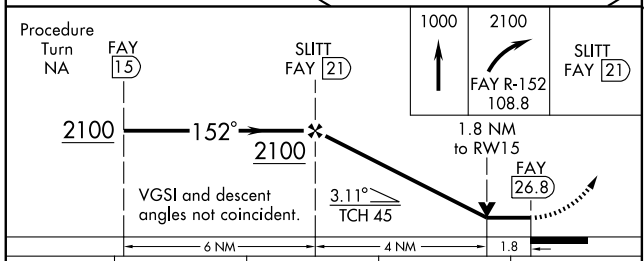
Obtain local altimeter setting on CTAF; when not received, use Fayetteville altimeter setting. VDP and descent angle/gradient not authorized with Fayetteville altimeter setting.

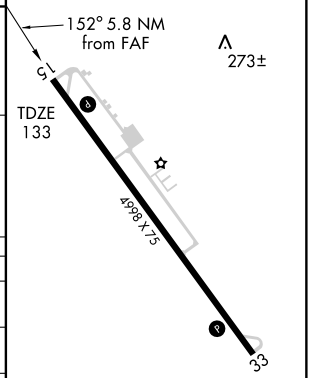
NA

MISSED APPROACH: Climb to 1000 then climbing right turn to 2100 via FAY R-152 to SLITT 21 DME and hold.

AWOS-3	FAYETTEVILLE APP CON	UNICOM
119.475	133.0 295.0	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-15	760-1 627 (700-1)	760-1¼ 627 (700-1¼)	760-1¾ 627 (700-1¾)	760-2 627 (700-2)
CIRCLING	760-1 627 (700-1)	760-1¼ 627 (700-1¼)	760-1¾ 627 (700-1¾)	800-2 667 (700-2)
FAYETTEVILLE ALTIMETER SETTING MINIMUMS				
S-15	820-1 687 (700-1	820-1¼ 687 (700-1¼)	820-2 687 (700-2)	820-2¼ 687 (700-2¼)
CIRCLING	820-1 687 (700-1)	820-1¼ 687 (700-1¼)	820-2 687 (700-2)	880-2½ 747 (800-2½)

REIL Rwy 33 L
MIRL Rwy 15-33 L

SE-2, 22 OCT 2009 to 19 NOV 2009

NDB ZEF	APP CRS	Rwy Idg	4003
326	242°	TDZE	1065
		Apt Elev	1068

NDB or GPS RWY 25

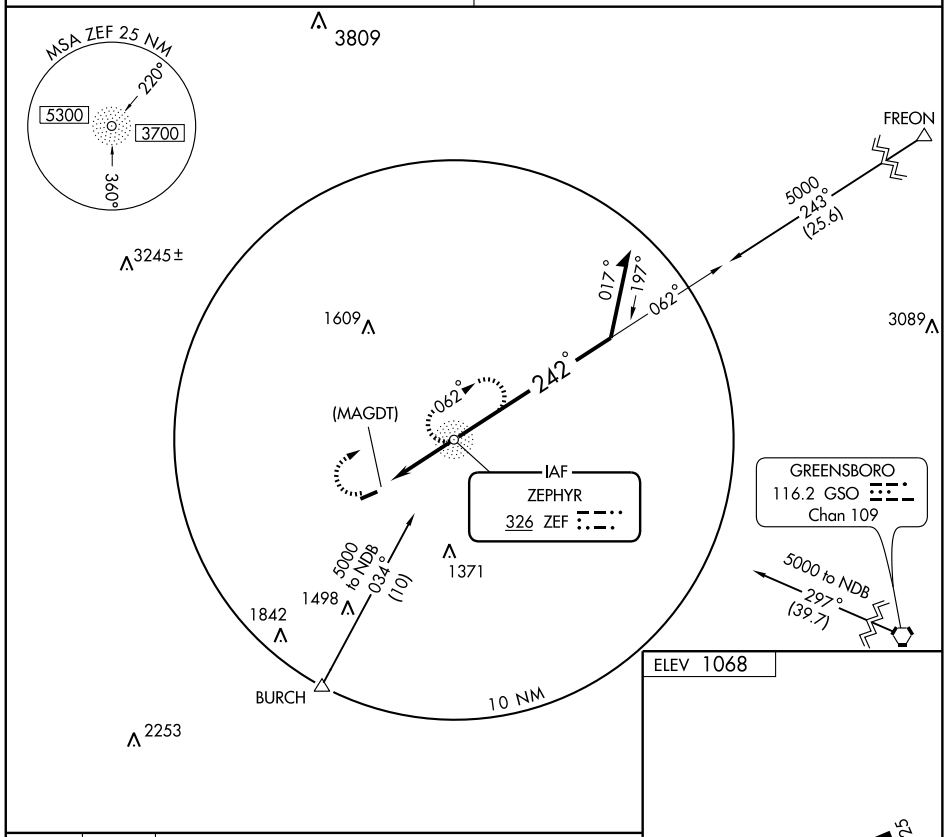
ELKIN MUNI (ZEF)

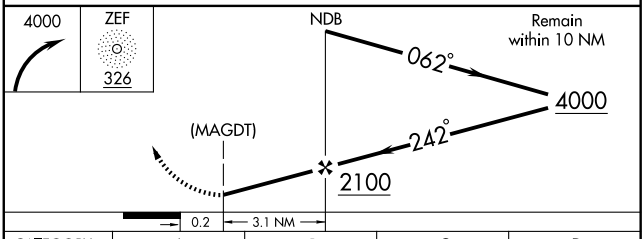
T A NA — Use Winston-Salem, NC altimeter setting.

MISSED APPROACH: Climbing right turn to 4000 direct to ZEF NDB and hold.

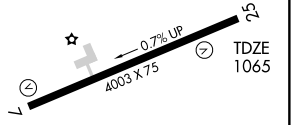
ATLANTA CENTER
125.15 263.0

UNICOM
123.05 (CTAF) L





ELEV 1068



MIRL Rwy 7-25 L
REIL Rwy 25 L

CATEGORY	A	B	C	D
S-25	1700-1 635 (700-1)		1700-1¾ 635 (700-1¾)	1700-2 635 (700-2)
CIRCLING	1700-1 632 (700-1)		1700-1¾ 632 (700-1¾)	1700-2 652 (700-2)

FAF to MAP 3.1 NM

Knots	60	90	120	150	180
Min:Sec	3:06	2:04	1:33	1:14	1:02

SE-2, 22 OCT 2009 to 19 NOV 2009

ERWIN, NORTH CAROLINA

AL-6700 (FAA)

LOC/DME I-HRJ	APP CRS	Rwy Idg 5000
108.35	048°	TDZE 195
Chan 20 (Y)		Apt Elev 202

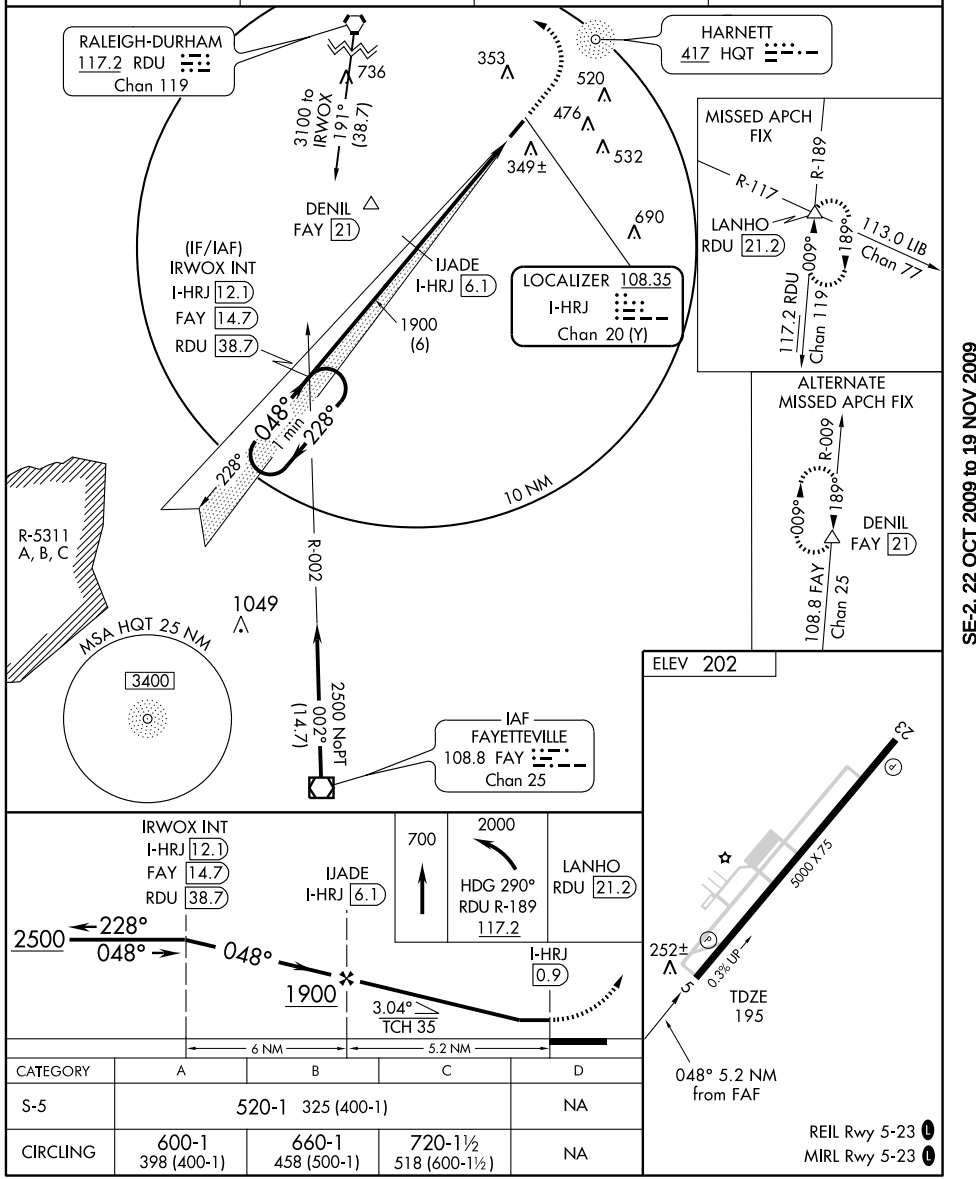
LOC/DME RWY 5

ERWIN/ HARNETT RGNL JETPORT (HRJ)

Visibility reduction by helicopters NA. When local altimeter setting not received, use Smithfield altimeter setting and increase all MDA 60 feet.

MISSED APPROACH: Climb to 700 then climbing left turn to 2000 via heading 290° and RDU R-189 to LANHO INT/RDU 21.2 DME and hold.

AWOS-3	FAYETTEVILLE APP CON	GCO	UNICOM
119.025	125.175 397.85	135.075	122.7 (CTAF) L



CATEGORY	A	B	C	D
S-5	520-1 325 (400-1)			NA
CIRCLING	600-1 398 (400-1)	660-1 458 (500-1)	720-1½ 518 (600-1½)	NA

REIL Rwy 5-23 L

MIRL Rwy 5-23 L

SE-2. 22 OCT 2009 to 19 NOV 2009

NDB HQT	APP CRS	Rwy Idg	5000
417	230°	TDZE	202
		Apt Elev	202

NDB RWY 23

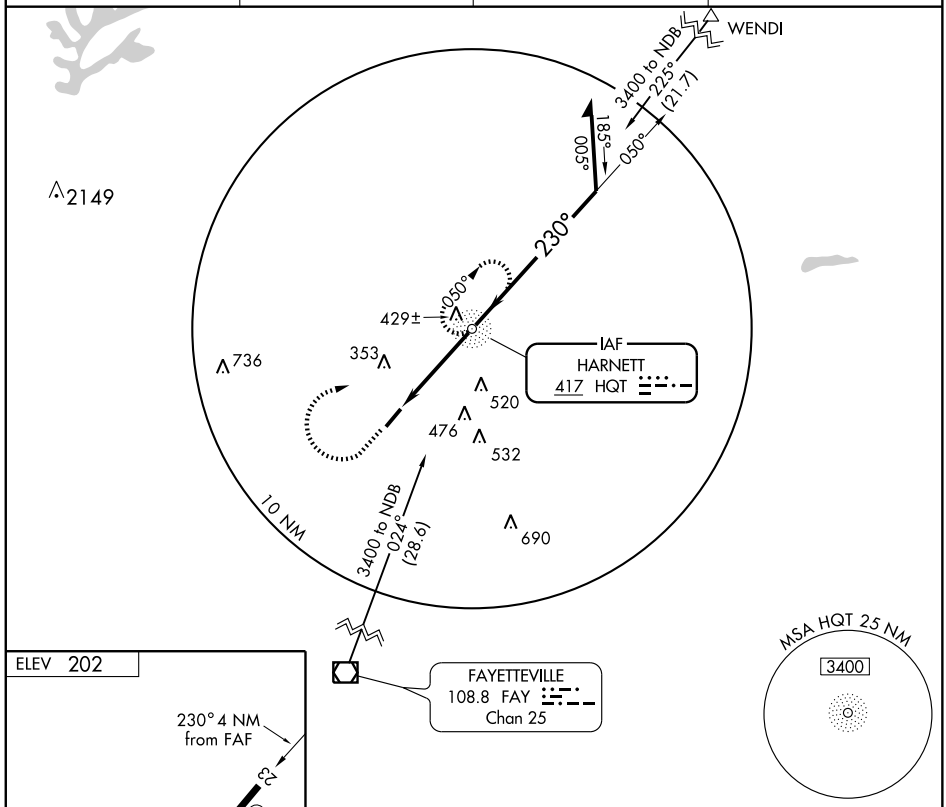
ERWIN/ HARNETT RGNL JETPORT (HRJ)

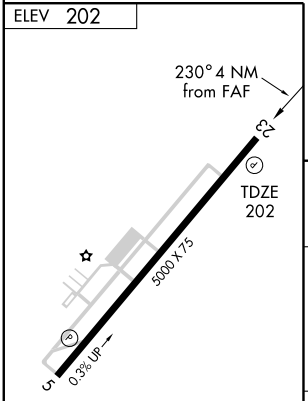
When local altimeter setting not received, use Smithfield altimeter setting and increase all MDAs 60 feet, and S-23 CAT C visibility ¼ mile. Visibility reduction by helicopters NA.

NA

MISSED APPROACH: Climb to 1200 then climbing right turn to 3400 direct HQT NDB and hold.

AWOS-3	FAYETTEVILLE APP CON	GCO	UNICOM
119.025	125.175 397.85	135.075	122.7 (CTAF) L

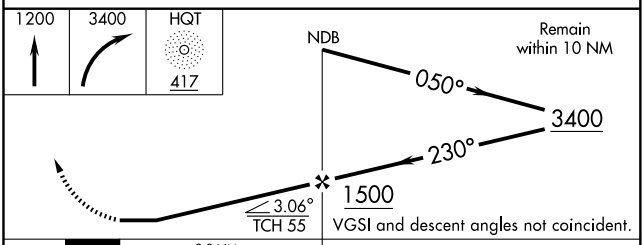




REIL Rwy 5-23 L

MIRL Rwy 5-23 L

FAF to MAP 3.8 NM					
Knots	60	90	120	150	180
Min:Sec	3:48	2:32	1:54	1:31	1:16



CATEGORY	A	B	C	D
S-23	660-1	458 (500-1)	660-1¼ 458 (500-1¼)	NA
CIRCLING	660-1	458 (500-1)	720-1½ 518 (600-1½)	NA

SE-2, 22 OCT 2009 to 19 NOV 2009

WAAS	APP CRS	Rwy Idg	5000
CH 66004	048°	TDZE	195
W05A		Apt Elev	202

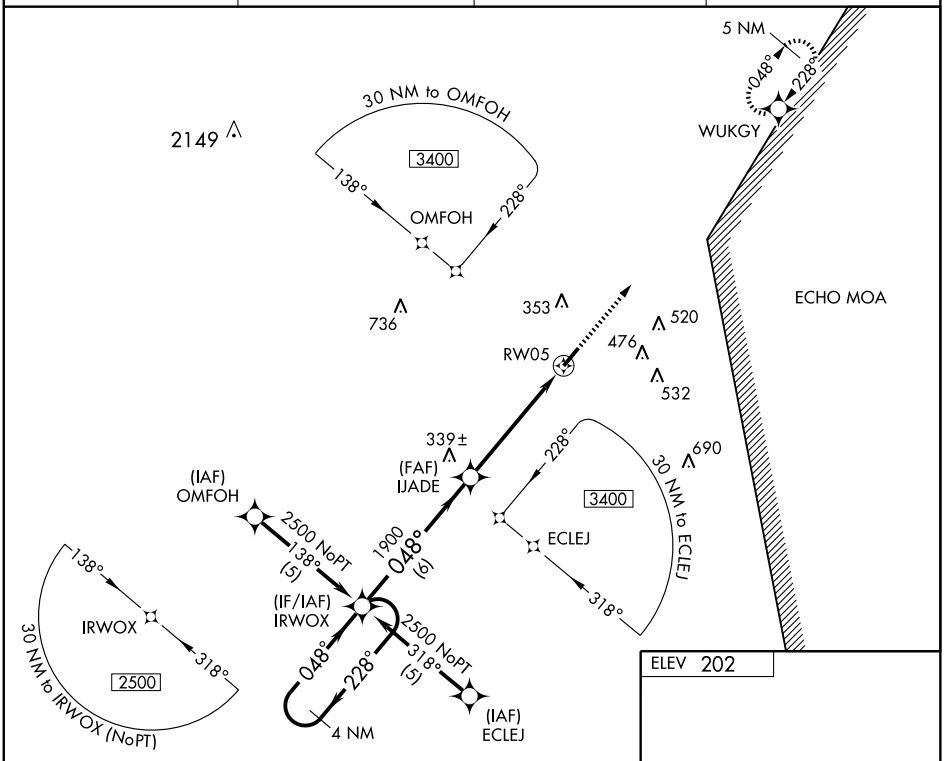
RNAV (GPS) RWY 5

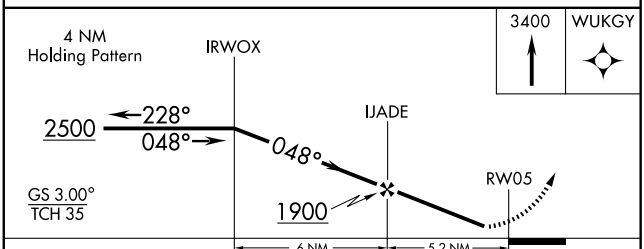
ERWIN/ HARNETT RGNL JETPORT (HRJ)

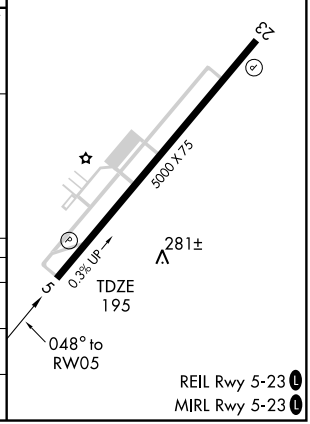
When local altimeter setting not received, use Smithfield altimeter setting and increase all DA/MDA 60 feet, increase LPV visibilities ¼ mile, and LNAV Cat. C visibility ¼ mile. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 3400 direct WUKGY and hold.

AWOS-3	FAYETTEVILLE APP CON	GCO	UNICOM
119.025	125.175 397.85	135.075	122.7 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	474-1 279 (300-1)			NA
LNAV MDA	540-1 345 (400-1)			NA
CIRCLING	600-1 398 (400-1)	660-1 458 (500-1)	720-1½ 518 (600-1½)	NA

REIL Rwy 5-23 L
MIRL Rwy 5-23 L

SE-2. 22 OCT 2009 to 19 NOV 2009

WAAS	APP CRS	Rwy Idg	5000
CH 45904	228°	TDZE	202
W23A		Apt Elev	202

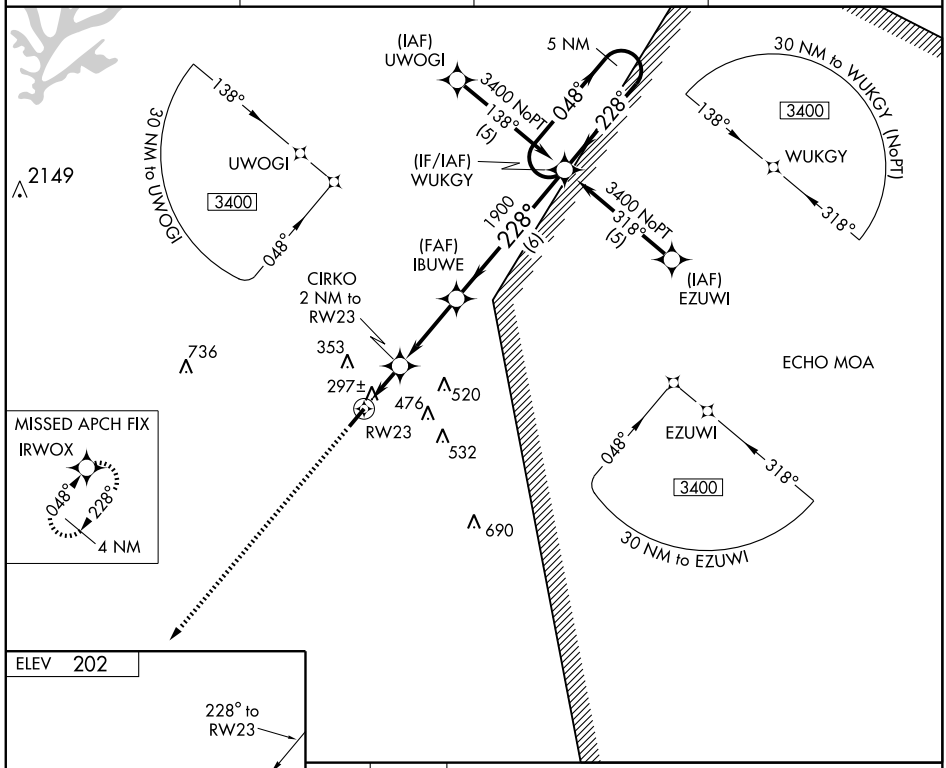
RNAV (GPS) RWY 23

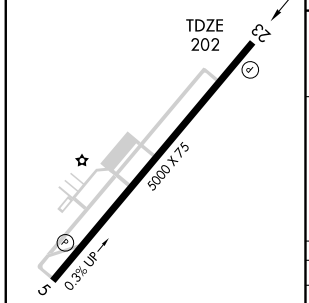
ERWIN/ HARNETT RGNL JETPORT (HRJ)

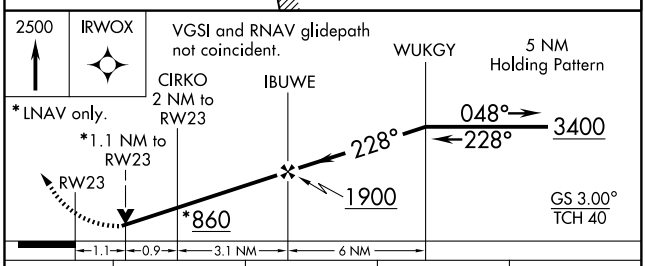
When local altimeter setting not received, use Smithfield altimeter setting and increase all DA/MDA 60 feet, increase LPV visibilities ¼ mile, and LNAV Cat. C visibility ¼ mile. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. VDP NA when using Smithfield altimeter setting.

MISSED APPROACH: Climb to 2500 direct IRWOX and hold.

AWOS-3	FAYETTEVILLE APP CON	GCO	UNICOM
119.025	125.175 397.85	135.075	122.7 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	551-1¼ 349 (400-1¼)			NA
LNAV MDA	600-1 398 (400-1)			NA
CIRCLING	600-1 398 (400-1)	660-1 458 (500-1)	720-1½ 518 (600-1½)	NA

REIL Rwy 5-23 L
MIRL Rwy 5-23 L

SE-2. 22 OCT 2009 to 19 NOV 2009

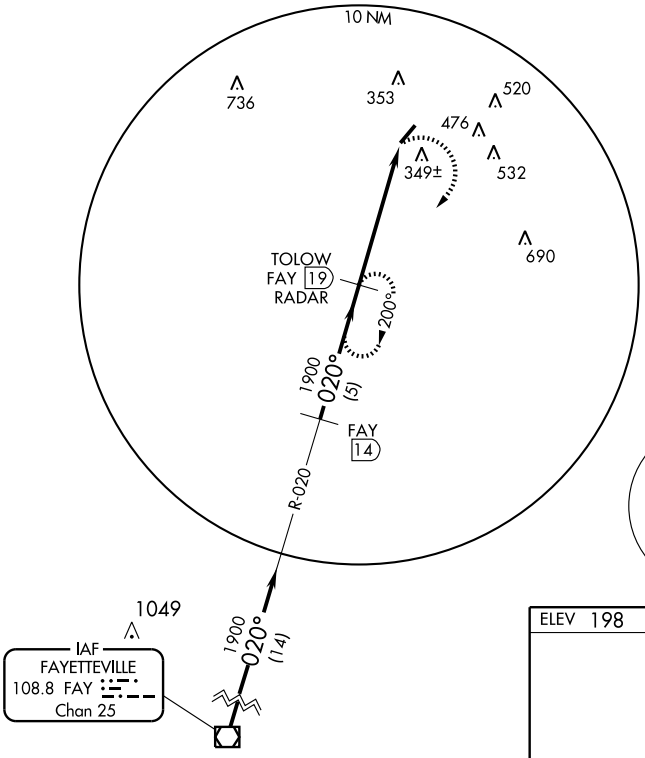
VOR/DME FAY 108.8 Chan 25	APP CRS 020°	Rwy Idg 5000 TDZE 196 Apt Elev 198

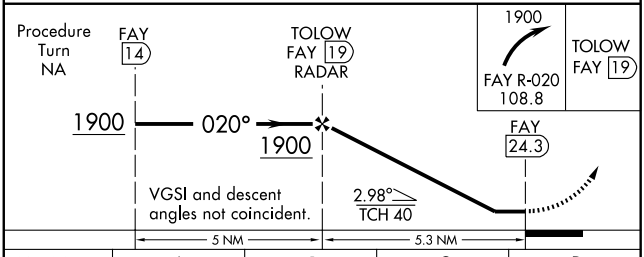
VOR/DME RWY 5

ERWIN/ HARNETT RGNL JETPORT (HRJ)

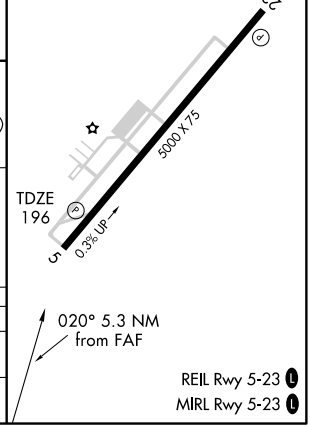
MISSED APPROACH: Climbing right turn to 1900 via FAY R-020 to TOLOW/FAY 19 DME and hold.

AWOS-3	FAYETTEVILLE APP CON	GCO	UNICOM
119.025	125.175 397.85	135.075	122.7 (CTAF) L





CATEGORY	A	B	C	D
S-5	800-1 604 (700-1)	800-1¼ 604 (700-1¼)	800-1¾ 604 (700-1¾)	NA
CIRCLING	800-1 602 (700-1)	800-1¼ 602 (700-1¼)	800-1¾ 602 (700-1¾)	NA



REIL Rwy 5-23 L
MIRL Rwy 5-23 L

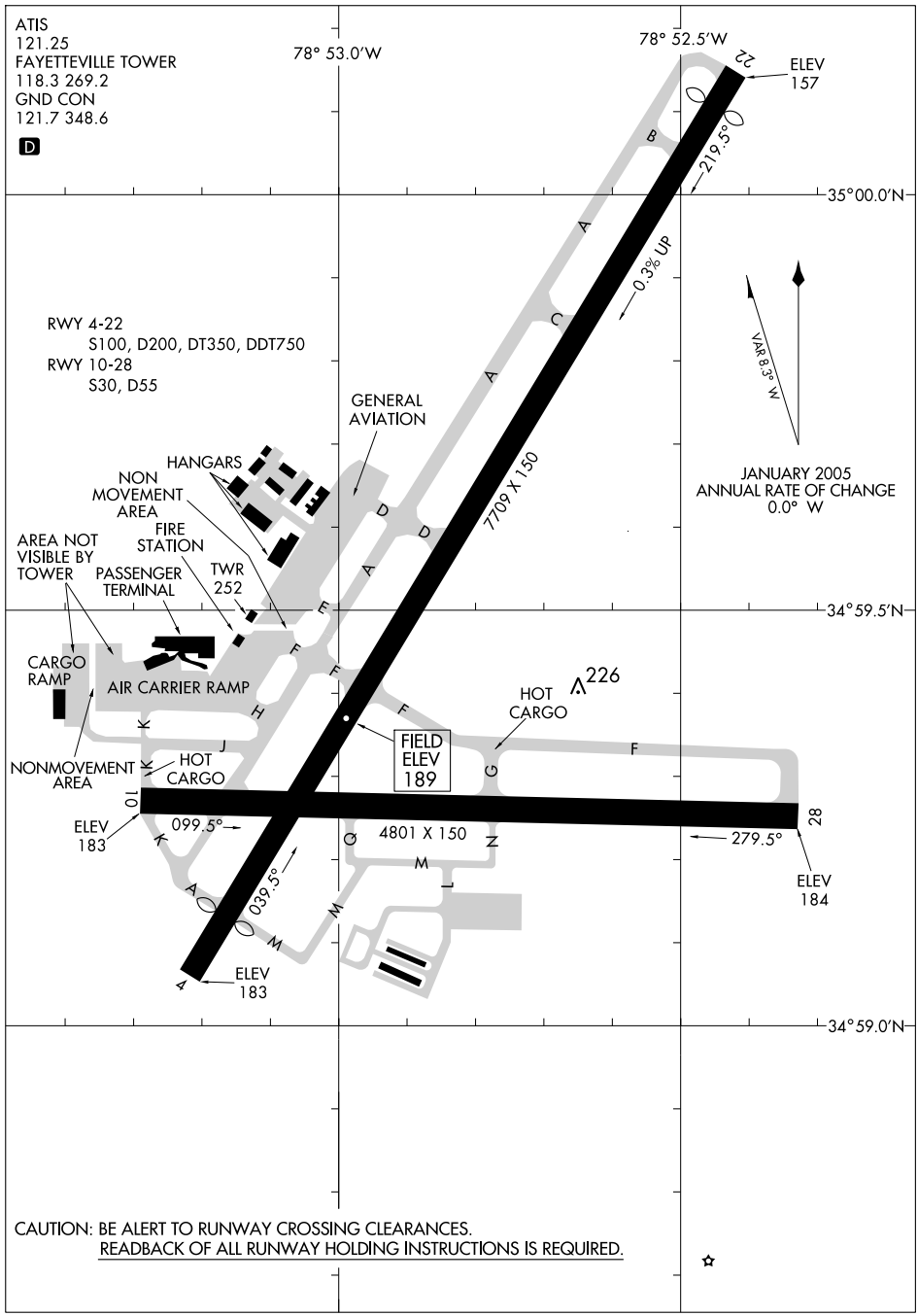
SE-2, 22 OCT 2009 to 19 NOV 2009

AIRPORT DIAGRAM

AL-690 (FAA)

FAYETTEVILLE RGNL/GRANNIS FIELD (FAY)

FAYETTEVILLE, NORTH CAROLINA



CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

SE-2, 22 OCT 2009 to 19 NOV 2009

LOC I-GRA	APP CRS	Rwy Idg	6507
110.5	038°	TDZE	189
		Apt Elev	189

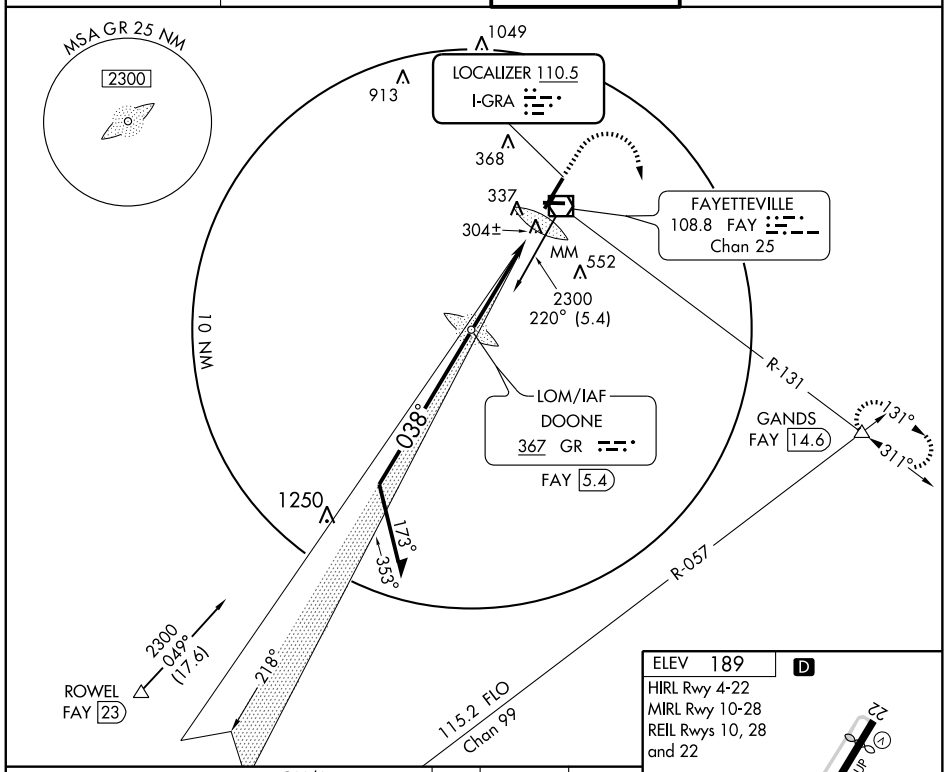
ILS or LOC RWY 4

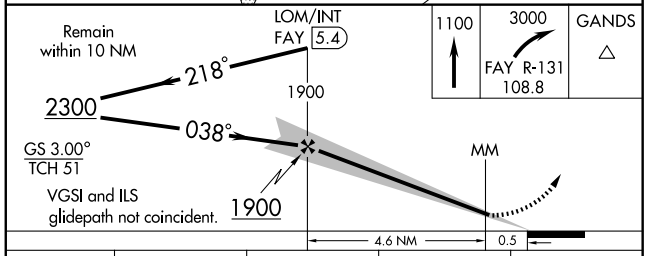
FAYETTEVILLE RGNL/GRANNIS FIELD (FAY)

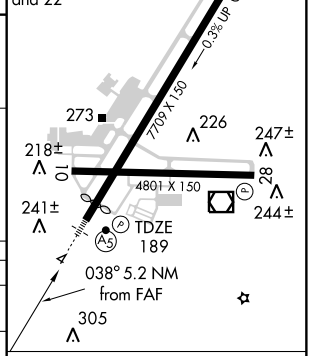
MALSR

MISSED APPROACH: Climb to 1100 then climbing right turn to 3000 via FAY R-131 to GANDS Int/FAY 14.6 DME and hold.

ATIS	FAYETTEVILLE APP CON	FAYETTEVILLE TOWER	GND CON
121.25	133.0 295.0	118.3 269.2	121.7 348.6







CATEGORY	A	B	C	D
S-ILS 4	389/24 200 (200-½)			
S-LOC 4	560/24 371 (400-½)			560/40 371 (400-¾)
CIRCLING	640-1 451 (500-1)		640-1½ 451 (500-1½)	740-2 551 (600-2)

FAF to MAP 5.2 NM

Knots	60	90	120	150	180
Min:Sec	5:12	3:28	2:36	2:05	1:44

SE-2, 22 OCT 2009 to 19 NOV 2009

LOC I-GRA	APP CRS	Rwy Idg	6507
110.5	218°	TDZE	182
		Apt Elev	189

LOC BC RWY 22

FAYETTEVILLE RGNL/GRANNIS FIELD (FAY)

DME or RADAR REQUIRED. When local altimeter setting not received, use Clinton altimeter setting and increase all MDA 80 feet and S-22 Cat D visibility ¼ mile.

MISSED APPROACH: Climb to 900 then climbing left turn to 3000 via heading 100° and FAY VOR/DME R-131 to GANDS INT/FAY 14.6 DME and hold.

ATIS	FAYETTEVILLE APP CON	FAYETTEVILLE TOWER	GND CON
121.25	133.0 295.0	118.3 269.2	121.7 348.6

ALTERNATE MISSED APCH FIX

DOONE
367 GR

038°
218°

DME or RADAR REQUIRED

10 NM
038°
263°
083°
218°
(IAF)
MORGY
FAY 5.8
RADAR
1049
913
260
JONSI
FAY 1.5
LOCALIZER 110.5
I-GRA
368
2100
031° (5.8)
236
FAYETTEVILLE
108.8 FAY
Chan 25
337
552
R-131
MSA FAY 25 NM
2300
LOM
DOONE
367 GR
BACK COURSE
1250

MISSED APCH FIX
108.8 FAY
Chan 25
R-057
131°
311°-R-131
115.2 FLO
Chan 99
GANDS
FAY 14.6

900
3000
HDG 100°
FAY R-131
108.8
GANDS

MORGY
FAY 5.8
RADAR
Remain
within 10 NM
038°
2100
JONSI
FAY 1.5
218°
1800
3.04°
TCH 50
Disregard GS Indications.
0.6
4.3 NM

ELEV 189
218° 4.9 NM
from FAF
D
HIRL Rwy 4-22
MIRL Rwy 10-28
REIL Rwys 10, 28 and 22
TDZE
182
0.3% UP
7709 X 150
4801 X 150
273
226
247±
218±
241±
244±
305

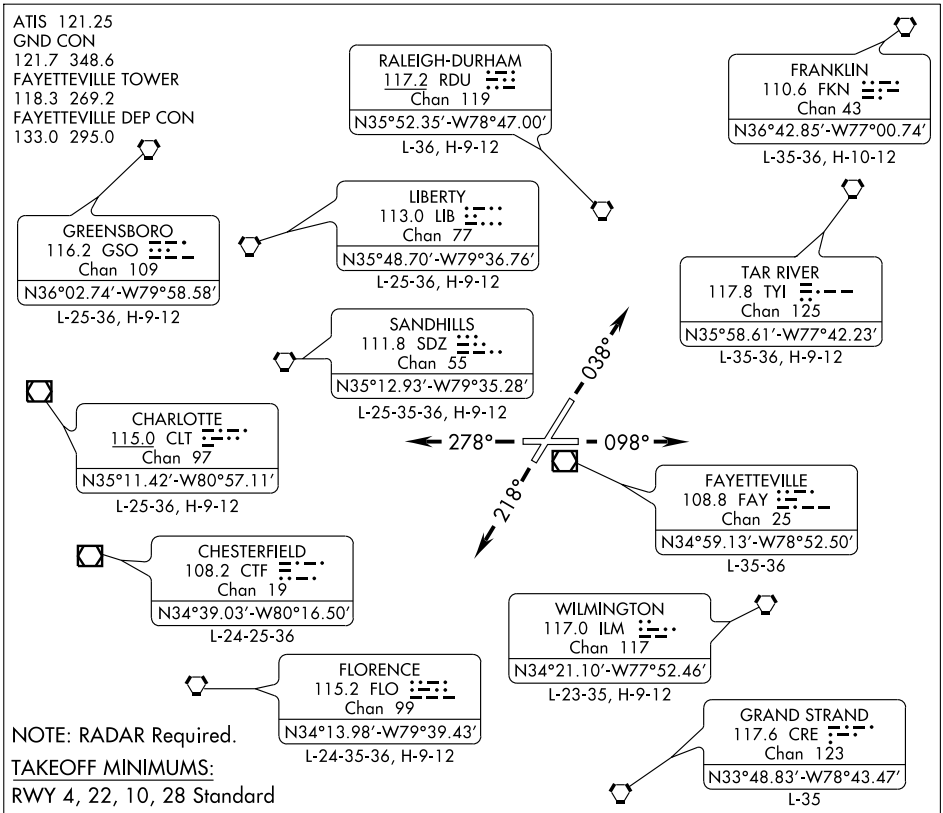
CATEGORY	A	B	C	D
S-22	500-1 318 (400-1)			
CIRCLING	640-1 451 (500-1)		640-1½ 451 (500-1½)	740-2 551 (600-2)

FAF to MAP 4.3 NM

Knots	60	90	120	150	180
Min:Sec	4:18	2:52	2:09	1:43	1:26

SE-2, 22 OCT 2009 to 19 NOV 2009

MOUNTY TWO DEPARTURE



NOTE: RADAR Required.

TAKEOFF MINIMUMS:

RWY 4, 22, 10, 28 Standard

TAKEOFF OBSTACLE NOTES:

NOTE: RWY 4, Trees beginning 154 feet from DER, 117 feet right of centerline, up to 79 feet AGL/189 feet MSL.
Trees beginning 344 feet from DER, 240 feet left of centerline. up to 63 feet AGL/173 feet MSL.
NOTE: RWY 10, Trees beginning 182 feet from DER, 295 feet right of centerline, up to 43 feet AGL/223 feet MSL.
Trees beginning 451 feet from DER, 383 feet left of centerline, up to 62 feet AGL/242 feet MSL.
NOTE: RWY 22, Vehicle on road 98 feet from DER, left and right of centerline, up to 15 feet AGL/186 feet MSL.
Trees beginning 1059 feet from DER, 551 feet right of centerline, up to 94 feet AGL/ 264 feet MSL.
NOTE: RWY 28, Pole and trees beginning 199 feet from DER, 307 feet left of centerline, up to 34 feet AGL/204 feet MSL.
Trees beginning 593 feet from DER, 96 feet right of centerline, up to 79 feet AGL/239 feet MSL.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

RWY 4: Climb heading 038° or as assigned. Thence. . . .
RWY 10: Climb heading 098° or as assigned. Thence. . . .
RWY 22: Climb heading 218° or as assigned. Thence. . . .
RWY 28: Climb heading 278° or as assigned. Thence. . . .

. . . .Maintain 2000 feet or assigned altitude. Expect vectors to join filed route. Expect further clearance to filed altitude 10 minutes after departure.

SE-2, 22 OCT 2009 to 19 NOV 2009

WAAS CH 50111 W04A	APP CRS 038°	Rwy Idg 6507 TDZE 189 Apt Elev 189

RNAV (GPS) RWY 4

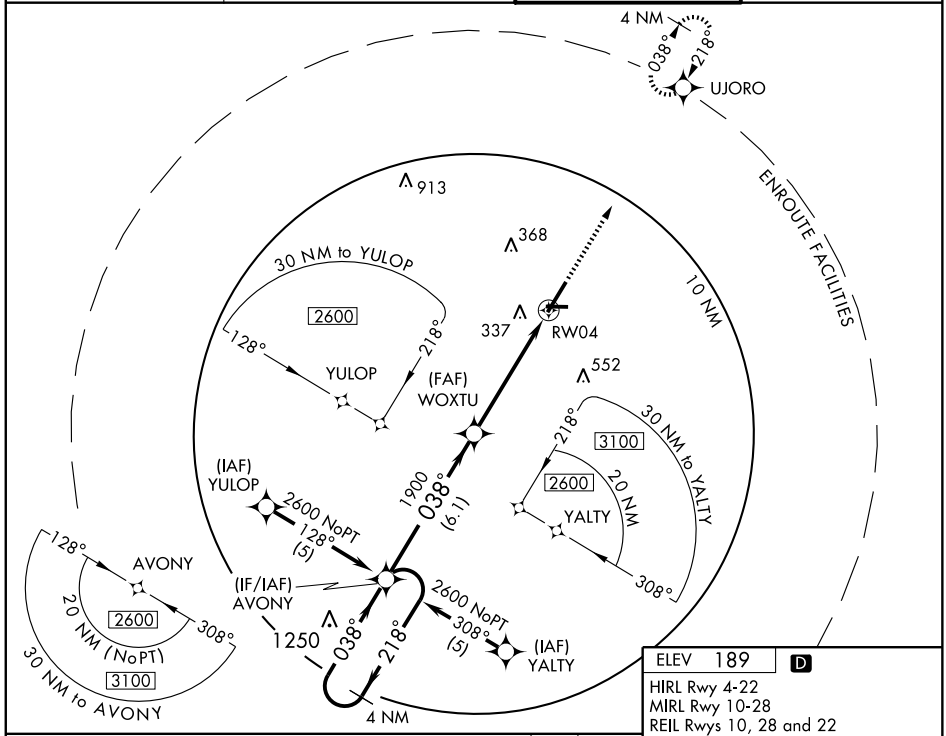
FAYETTEVILLE RGNL/GRANNIS FIELD (FAY)

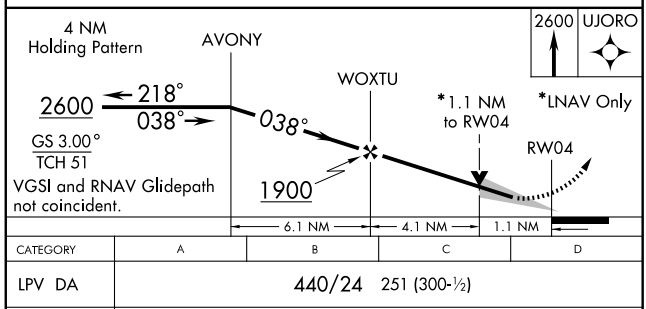
If local altimeter setting not received, use Clinton altimeter setting and increase LPV DA to 510 feet; increase LNAV/VNAV DA to 720 feet; increase all MDAs 80 feet. DME/DME RNP-0.3 NA. Baro-VNAV NA below -15°C (5°F). Baro-VNAV and VDP NA when using Clinton altimeter setting. For inoperative MALSR, increase LPV Cat A,B,C,D visibility to RVR 4000 and LNAV Cat D visibility to RVR 6000.

MALSR

MISSED APPROACH: Climb to 2600 direct UJORO and hold.

ATIS	FAYETTEVILLE APP CON	FAYETTEVILLE TOWER	GND CON
121.25	133.0 295.0	118.3 269.2	121.7 348.6

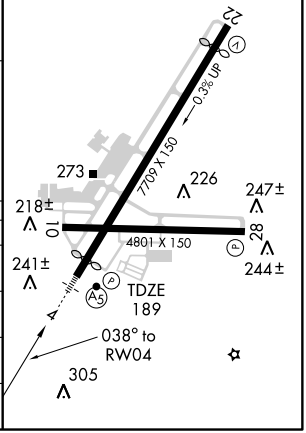




CATEGORY	A	B	C	D
LPV DA	440/24 251 (300-½)			
LNAV/VNAV DA	640/50 451 (500-1)			
LNAV MDA	580/24 391 (400-½)		580/50 391 (400-1)	
CIRCLING	640-1½ 451 (500-1½)		740-2 551 (600-2)	

ELEV 189 D

HIRL Rwy 4-22
MIRL Rwy 10-28
REIL Rwys 10, 28 and 22



SE-2, 22 OCT 2009 to 19 NOV 2009

APP CRS	Rwy Idg	4801
086°	TDZE	188
	Apt Elev	189

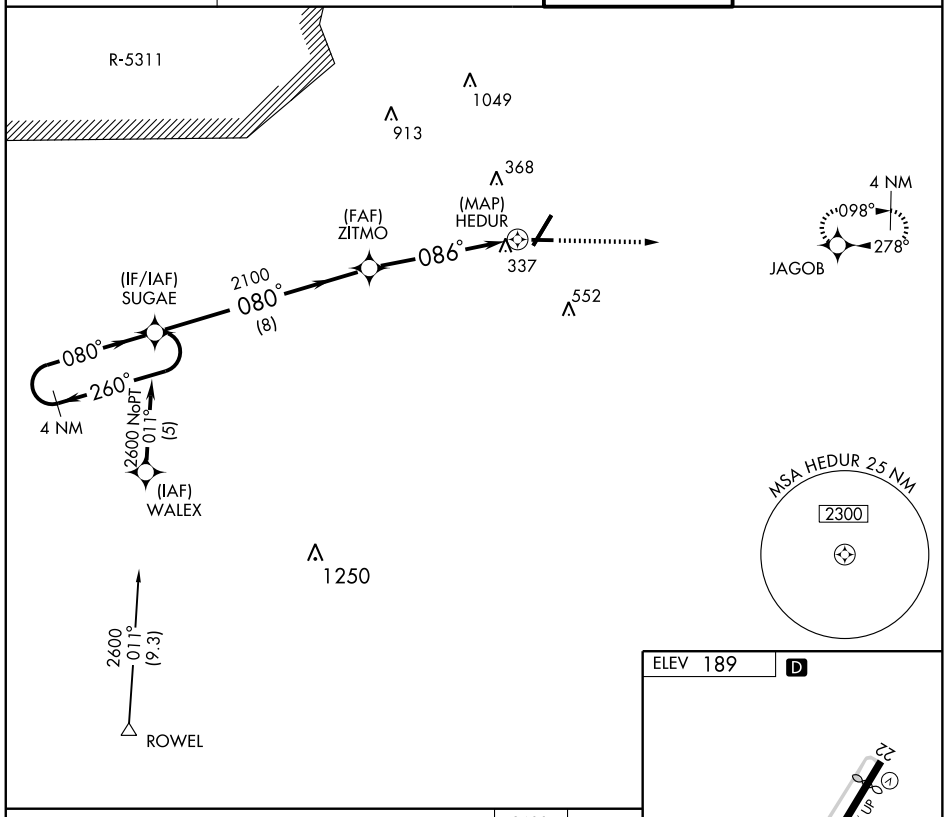
RNAV (GPS) RWY 10

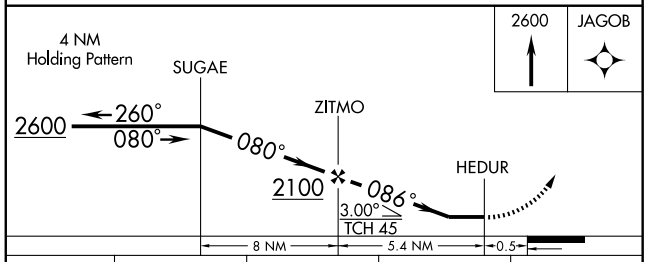
FAYETTEVILLE RGNL/GRANNIS FIELD (FAY)

GPS or RNP-0.3 Required.
DME/DME RNP-0.3 NA.

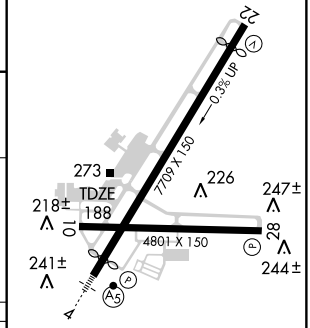
MISSED APPROACH: Climb to 2600 direct JAGOB WP and hold.

ATIS	FAYETTEVILLE APP CON	FAYETTEVILLE TOWER	GND CON
121.25	133.0 295.0	118.3 269.2	121.7 348.6





CATEGORY	A	B	C	D
LNAV MDA	600-1	412 (500-1)	600-1¼	412 (500-1¼)
CIRCLING	640-1	451 (500-1)	640-1½ 451 (500-1½)	740-2 551 (600-2)



SE-2, 22 OCT 2009 to 19 NOV 2009

WAAS	APP CRS	Rwy Idg	6507
CH 45511	218°	TDZE	182
W22A		Apt Elev	189

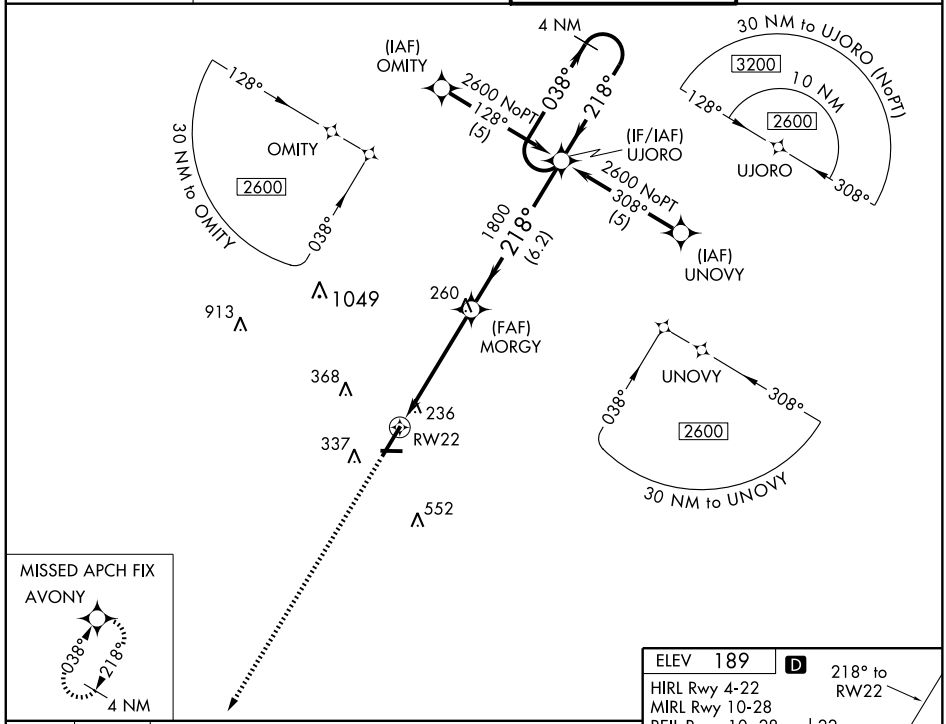
RNAV (GPS) RWY 22

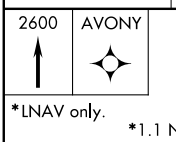
FAYETTEVILLE RGNL/GRANNIS FIELD (FAY)

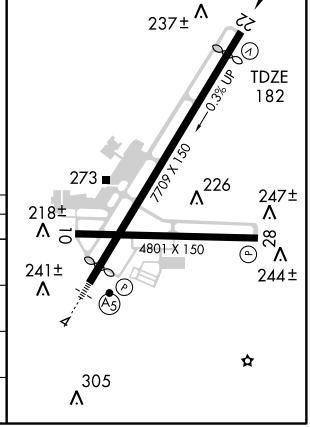
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Clinton altimeter setting and increase all DA 65 feet and all MDA 80 feet and LPV all Cats, LNAV/VNAV all Cats, and LNAV Cats C/D visibilities ¼ mile. Baro-VNAV and VDP NA when using Clinton altimeter setting.

MISSED APPROACH: Climb to 2600 direct AVONY and hold.

ATIS	FAYETTEVILLE APP CON	FAYETTEVILLE TOWER	GND CON
121.25	133.0 295.0	118.3 269.2	121.7 348.6







CATEGORY	A	B	C	D
LPV DA	432-1 250 (300-1)			
LNAV/VNAV DA	504-1¼ 322 (400-1¼)			
LNAV MDA	560-1 378 (400-1)			560-1¼ 378 (400-1¼)
CIRCLING	640-1 451 (500-1)		640-1½ 451 (500-1½)	740-2 551 (600-2)

SE-2, 22 OCT 2009 to 19 NOV 2009

APP CRS	Rwy Idg	4801
278°	TDZE	188
	Apt Elev	189

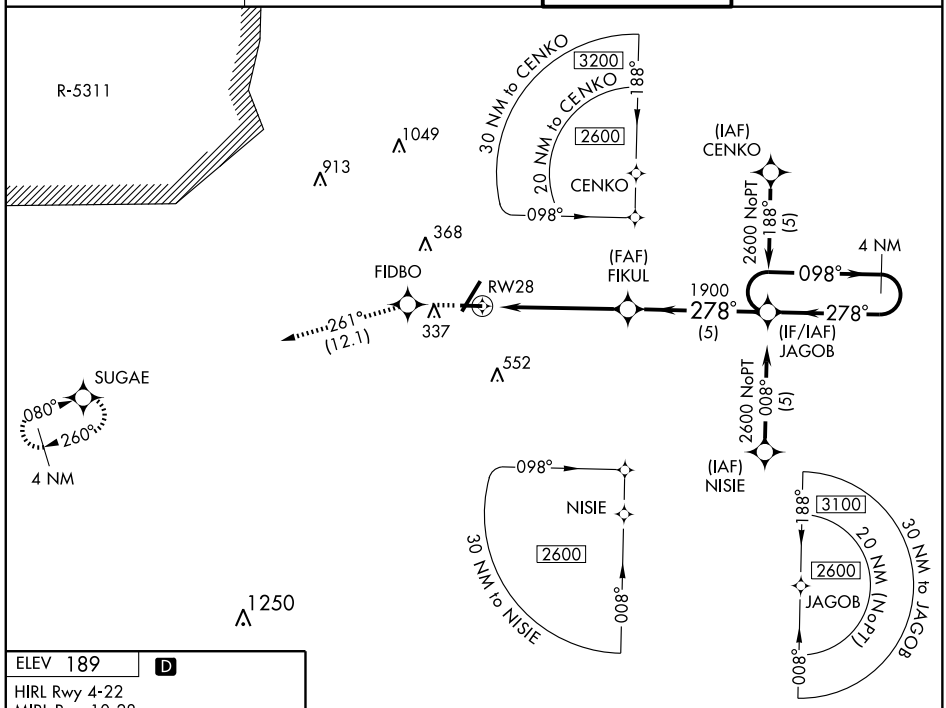
RNAV (GPS) RWY 28

FAYETTEVILLE RGNL/GRANNIS FIELD (FAY)

GPS or RNP-0.3 Required.
DME/DME RNP-0.3 NA.
Baro-VNAV NA below -15°C (5°F).

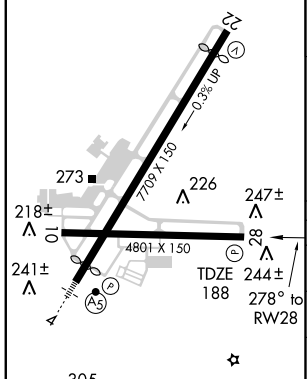
MISSED APPROACH: Climb to 2600 via 278° course to FIDBO WP then via 261° course to SUGAE WP and hold.

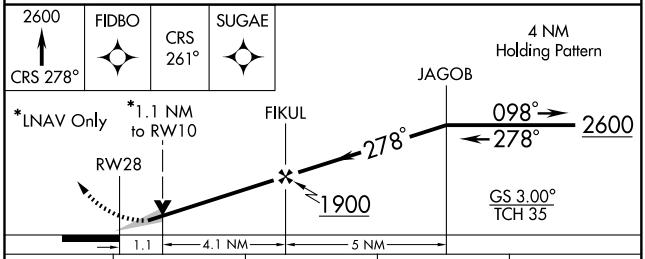
ATIS	FAYETTEVILLE APP CON	FAYETTEVILLE TOWER	GND CON
121.25	133.0 295.0	118.3 269.2	121.7 348.6



ELEV 189 D

HIRL Rwy 4-22
MIRL Rwy 10-28
REIL Rwys 10, 28 and 22





CATEGORY	A	B	C	D
GLS (PA) DA	NA			
LNAV/VNAV DA	500-1¼ 312 (400-1¼)			
LNAV MDA	560-1 372 (400-1)			560-1¼ 372 (400-1¼)
CIRCLING	640-1¼ 451 (500-1¼)		640-1½ 451 (500-1½)	740-2 551 (600-2)

SE-2, 22 OCT 2009 to 19 NOV 2009

VOR/DME FAY	APP CRS	Rwy Idg	6507
108.8	057°	TDZE	189
Chan 25		Apt Elev	189

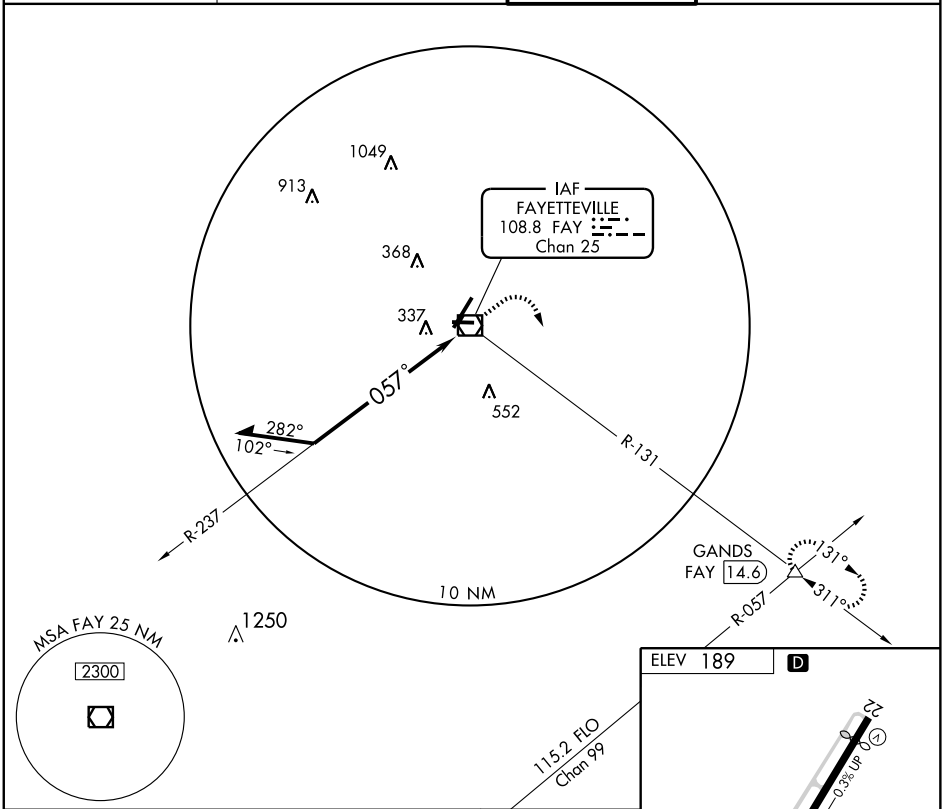
VOR RWY 4

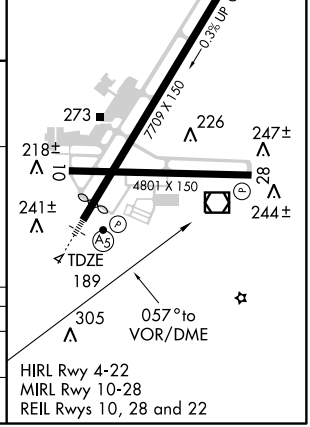
FAYETTEVILLE RGNL/GRANNIS FIELD (FAY)

MALSR

MISSED APPROACH: Climb to 1100 then climbing right turn to 3000 via FAY R-131 to GANDS Int/FAY 14.6 DME and hold.

ATIS	FAYETTEVILLE APP CON	FAYETTEVILLE TOWER	GND CON
121.25	133.0 295.0	118.3 269.2	121.7 348.6





HIRL Rwy 4-22
MIRL Rwy 10-28
REIL Rwys 10, 28 and 22

CATEGORY	A	B	C	D
S-4	640/24	451 (500-½)	640/40 451 (500-¾)	640/50 451 (500-1)
CIRCLING	640-1	451 (500-1)	640-1½ 451 (500-1½)	740-2 551 (600-2)

SE-2, 22 OCT 2009 to 19 NOV 2009

VOR/DME FAY 108.8 Chan 25	APP CRS 198°	Rwy Idg 6507 TDZE 182 Apt Elev 189

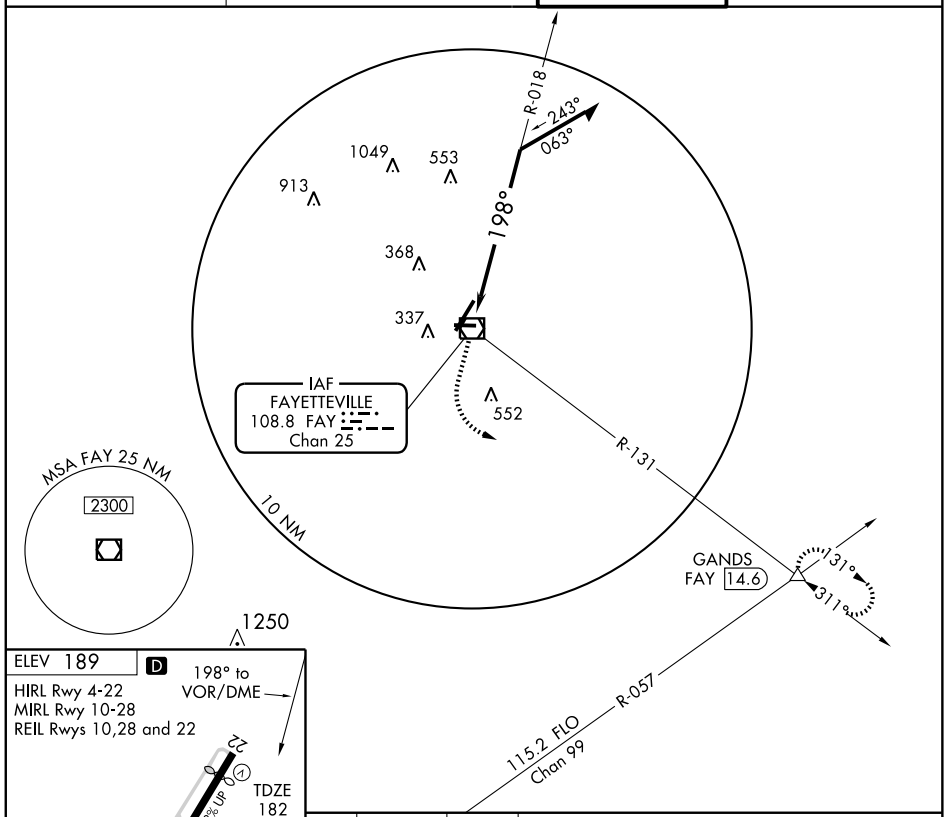
VOR RWY 22

FAYETTEVILLE RGNL/GRANNIS FIELD (FAY)

When local altimeter setting not received, use Clinton altimeter setting and increase all MDA 80 feet and S-22 Cats C/D and Circling Cats C/D visibilities ¼ mile.

MISSED APPROACH: Climb to 1300 then climbing left turn to 3000 via heading 100° and FAY VOR/DME R-131 to GANDS INT/FAY 14.6 DME and hold.

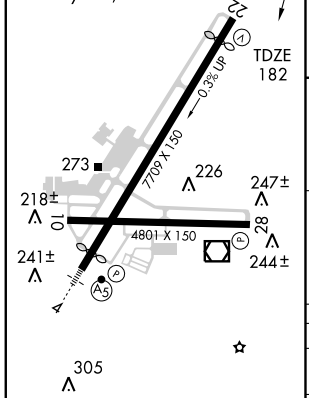
ATIS	FAYETTEVILLE APP CON	FAYETTEVILLE TOWER	GND CON
121.25	133.0 295.0	118.3 269.2	121.7 348.6



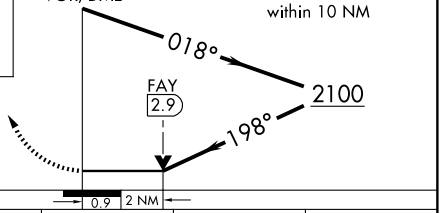
ELEV 189 D

198° to VOR/DME

HIRL Rwy 4-22
MIRL Rwy 10-28
REIL Rwys 10,28 and 22



1300	3000 HDG 100° FAY R-131 108.8	GANDS △



CATEGORY	A	B	C	D
S-22	840-1	658 (700-1)	840-1¾ 658 (700-1¾)	840-2 658 (700-2)
CIRCLING	840-1	651 (700-1)	840-1¾ 651 (700-1¾)	840-2 651 (700-2)

SE-2, 22 OCT 2009 to 19 NOV 2009

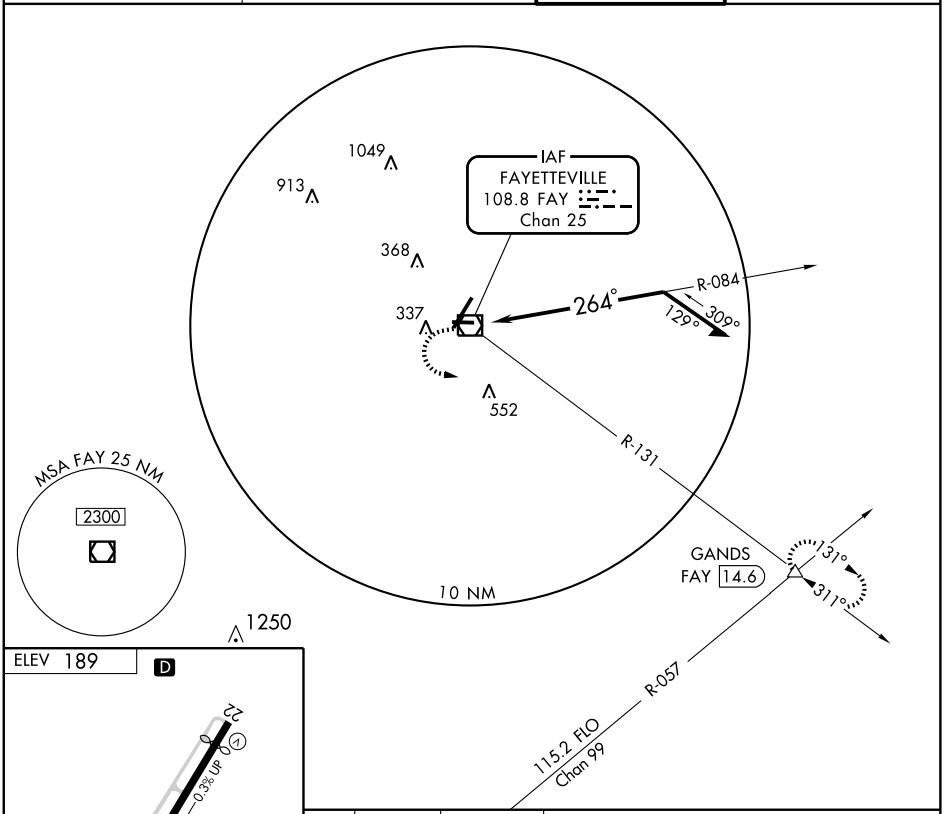
VOR/DME FAY 108.8 Chan 25	APP CRS 264°	Rwy Idg 4801 TDZE 188 Apt Elev 189

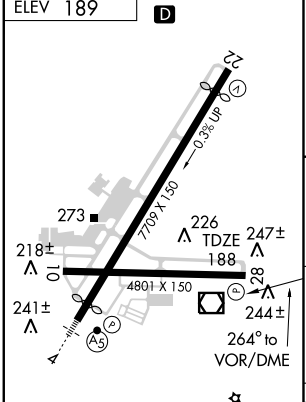
VOR RWY 28

FAYETTEVILLE RGNL/GRANNIS FIELD (FAY)

MISSED APPROACH: Climb to 1100 then climbing left turn to 3000 via FAY R-131 to GANDS Int/FAY 14.6 DME and hold.

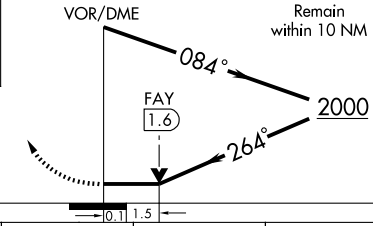
ATIS	FAYETTEVILLE APP CON	FAYETTEVILLE TOWER	GND CON
121.25	133.0 295.0	118.3 269.2	121.7 348.6





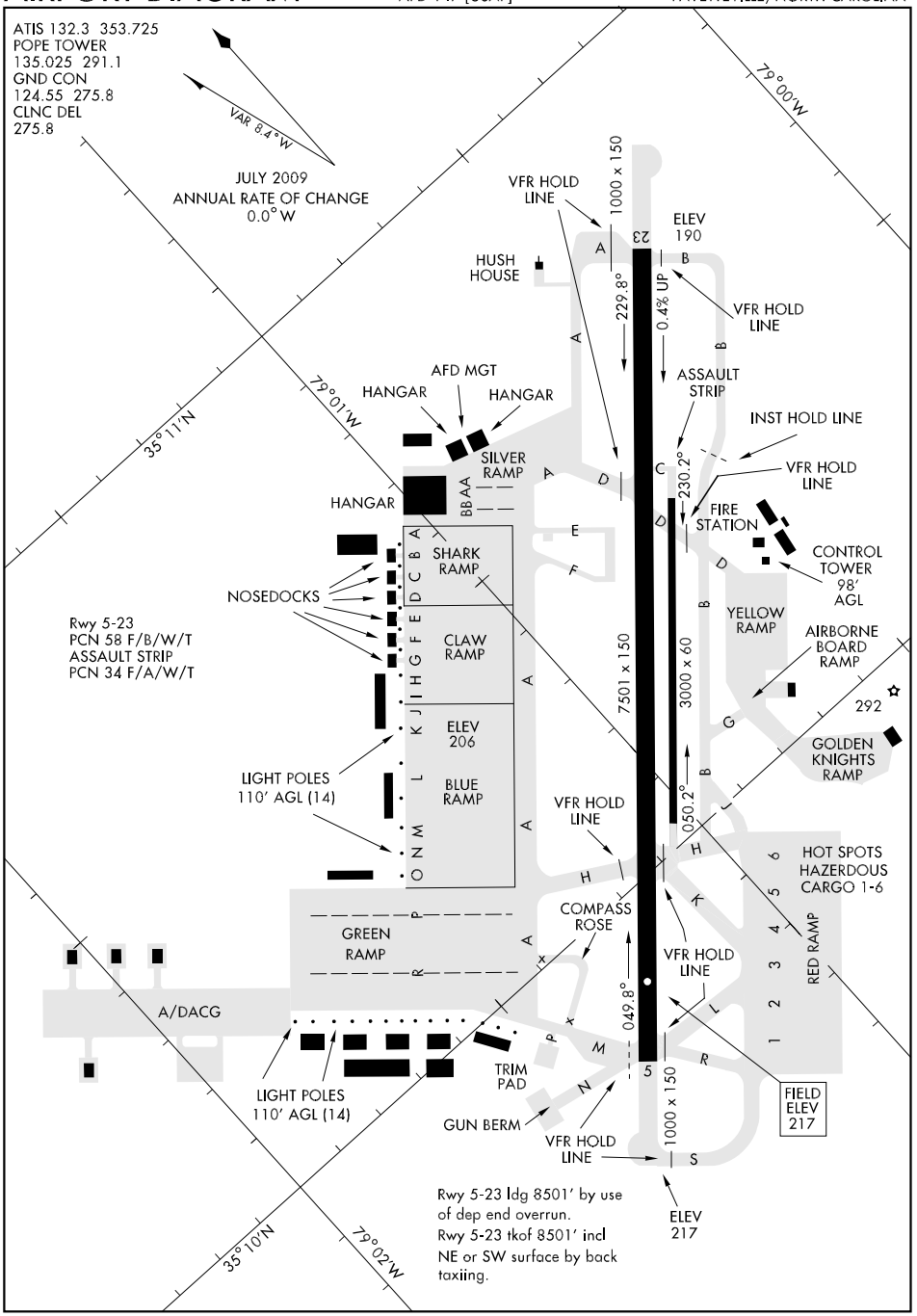
HIRL Rwy 4-22
MIRL Rwy 10-28
REIL Rwys 10, 28 and 22

1100	3000	GANDS
	FAY R-131 108.8	



CATEGORY	A	B	C	D
S-28	680-1	492 (500-1)	680-1¼ 492 (500-1¼)	680-1½ 492 (500-1½)
CIRCLING	680-1	491 (500-1)	680-1½ 491 (500-1½)	740-2 551 (600-2)

SE-2, 22 OCT 2009 to 19 NOV 2009



SE-2, 22 OCT 2009 to 19 NOV 2009

ILS or LOC RWY 23

LOC I-POB	APCH CRS	Rwy ldg / TDZE / Arpt Elev
110.9	228°	7501 / 199 / 217

AL-147 [USAF]

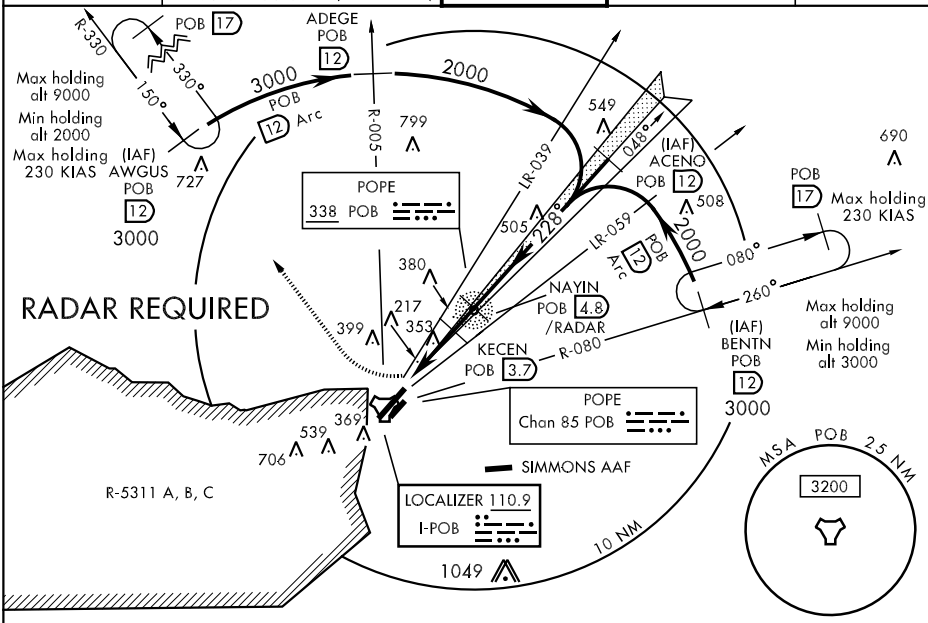
POPE AFB (KPOB)

▼ * When ALS inop, increase CAT ABCD RVR to 40 and vis to ¾ mile.
** When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT CD RVR to 60 and vis to 1¼ miles.
*** Circling not authorized SE of Rwy 5-23.

ALSF-1 (A1)

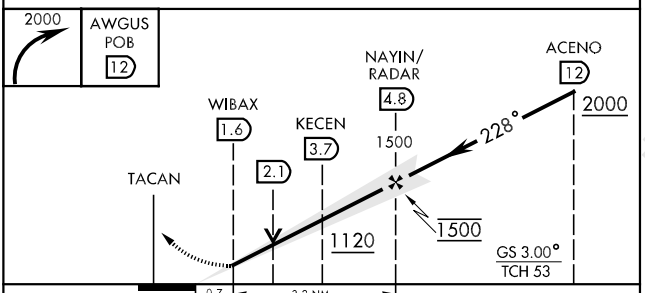
MISSED APPROACH: Climbing right turn to 2000 direct AWGUS and hold.

ATIS	FAYETTEVILLE APP CON	POPE TOWER	GND CON	CLNC DEL
132.3 353.725	125.175 397.85 (271°-090°) 133.0 295.0 (091°-270°)	135.025 291.1	124.55 275.8	275.8



CAUTION: Avoid R-5311 A, B, C located 2.5 DME West of field

EMERG SAFE ALT 100 NM 5300 FROM "POB" TACAN

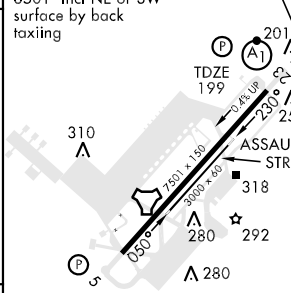


CATEGORY	A	B	C	D
S-ILS 23 *	399/24	200 (200-½)		
S-LOC 23 **	620/24 421 (500-½)		620/40 421 (500-¾)	
*** CIRCLING	680-1 463 (500-1)		680-1½ 463 (500-1½)	860-2 643 (700-2)

ELEV 217

Rwy 5-23 ldg 8501' by use of dep end overrun

Rwy 5-23 tkof 8501' incl NE or SW surface by back taxiing



FAF to MAP 3.2 NM					
Knots	60	90	120	150	180
Min:Sec	3:12	2:08	1:36	1:17	1:04

MLS RWY 23

MLS M-PPN Chan 622	APCH CRS 228°	Rwy ldg 7501 TDZE 199 Arpt Elev 217

AL-147 [USAF]

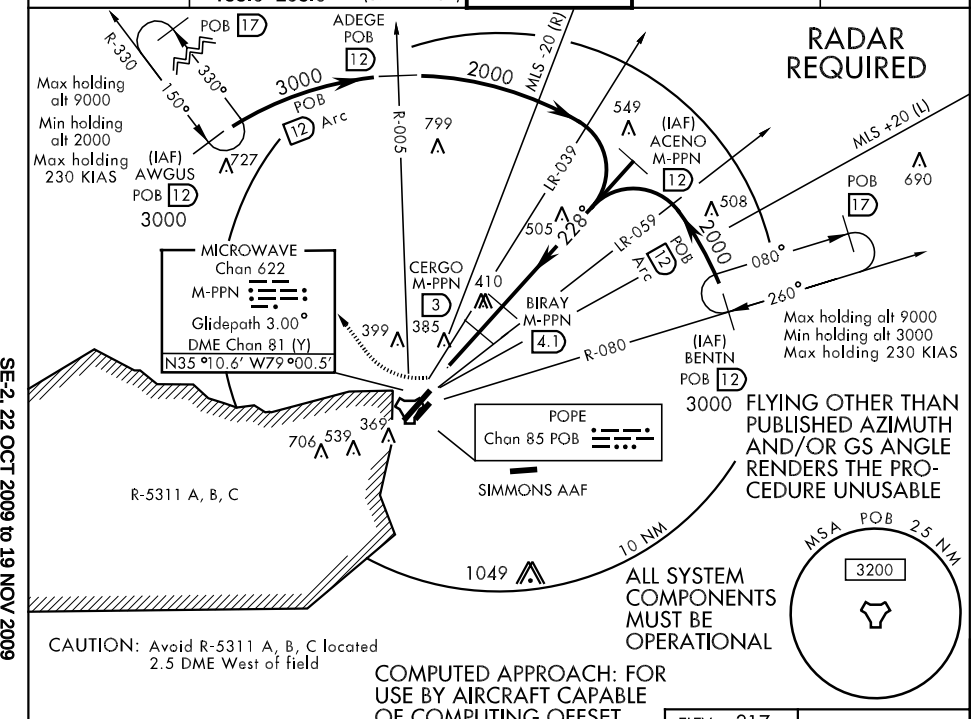
POPE AFB (KPOB)

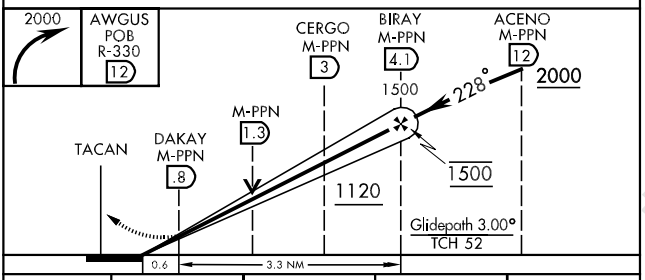
▼ * When ALS inop, increase CAT ABCD RVR to 40 and vis to ¾ mile.
** When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT CD RVR to 60 and vis to 1¼ miles.
*** Circling not authorized SE of Rwy 5-23.

ALSF-1 (A1)

MISSED APPROACH: Climbing right turn to 2000 direct AWGUS and hold.

ATIS	FAYETTEVILLE APP CON	POPE TOWER	GND CON	CLNC DEL
132.3 353.725	125.175 397.85 (271°- 090°) 133.0 295.0 (091°- 270°)	135.025 291.1	124.55 275.8	275.8

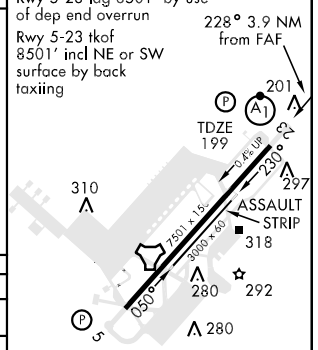




CATEGORY	A	B	C	D
S-COMP MMLS 23 *	399/24 200 (200-½)			
S-AZ 23 **	620/24 421 (500-½)		620/40 421 (500-¾)	
CIRCLING ***	680-1 421 (500-1)		680-1½ 463 (500-1½)	860-2 643 (700-2)

ELEV 217

Rwy 5-23 ldg 8501' by use of dep end overrun
Rwy 5-23 tkof 8501' incl NE or SW surface by back taxiing



FAYETTEVILLE, NORTH CAROLINA

35°10'N-79°01'W

POPE AFB (KPOB)

Orig 08297

MLS RWY 23

SE-2, 22 OCT 2009 to 19 NOV 2009

NDB RWY 23

NDB POB	APCH CRS	Rwy ldg / TDZE / Arpt Elev
338	228°	7501 / 199 / 217

AL-147 [USAF]

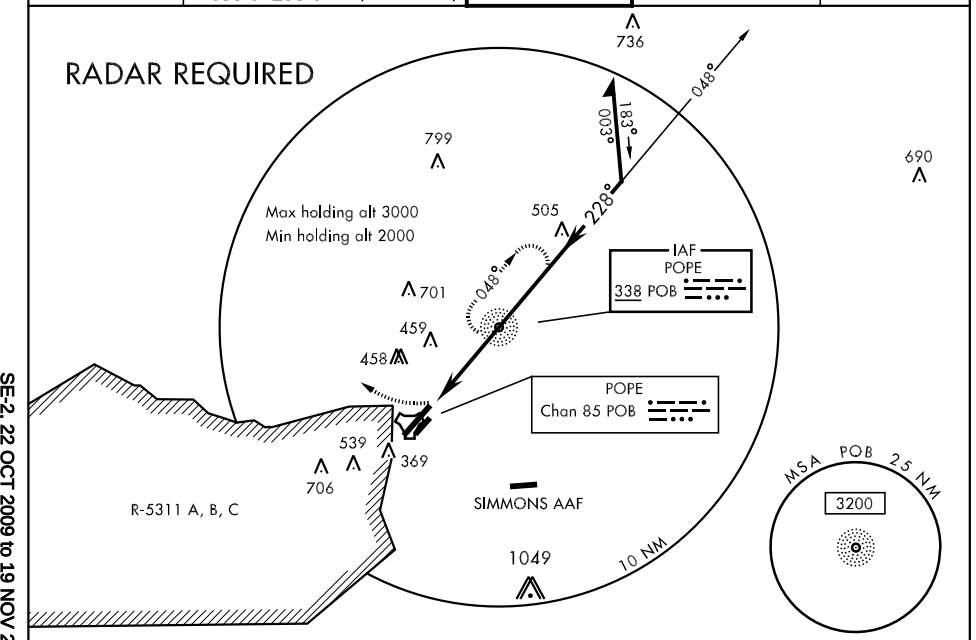
POPE AFB (KPOB)

▼ * When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT C vis to 1½ miles, CAT D to 1¾ miles.
** Circling not authorized SE of Rwy 5-23.

ALSF-1

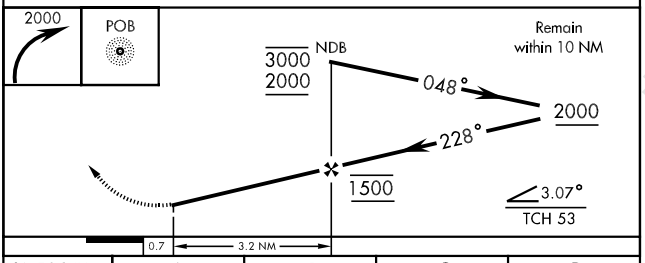
MISSED APPROACH: Climbing right turn to 2000 direct POB NDB and hold, continue climb-in-hold to 2000.

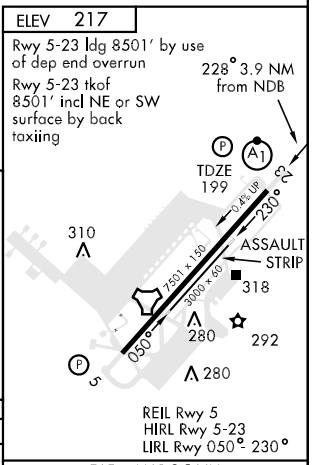
ATIS	FAYETTEVILLE APP CON	POPE TOWER	GND CON	CLNC DEL
132.3 353.725	125.175 397.85 (271°-090°) 133.0 295.0 (091°-270°)	135.025 291.1	124.55 275.8	275.8



CAUTION: Avoid R-5311 A, B, C located 2.5 DME West of field

EMERG SAFE ALT 100 NM 5300 FROM "POB" TACAN





CATEGORY	A	B	C	D
S-23 *	760/24 561 (600-½)		760/50 561 (600-1)	760/60 561 (600-1¼)
CIRCLING **	760-1 543 (600-1)		760-1½ 543 (600-1½)	860-2 643 (700-2)

FAF to MAP 3.2 NM

Knots	60	90	120	150	180
Min:Sec	3:12	2:08	1:36	1:17	1:04

TACAN-A

TACAN POB Chan 85	APCH CRS 360°	Rwy ldg NA TDZE NA Arpt Elev 217

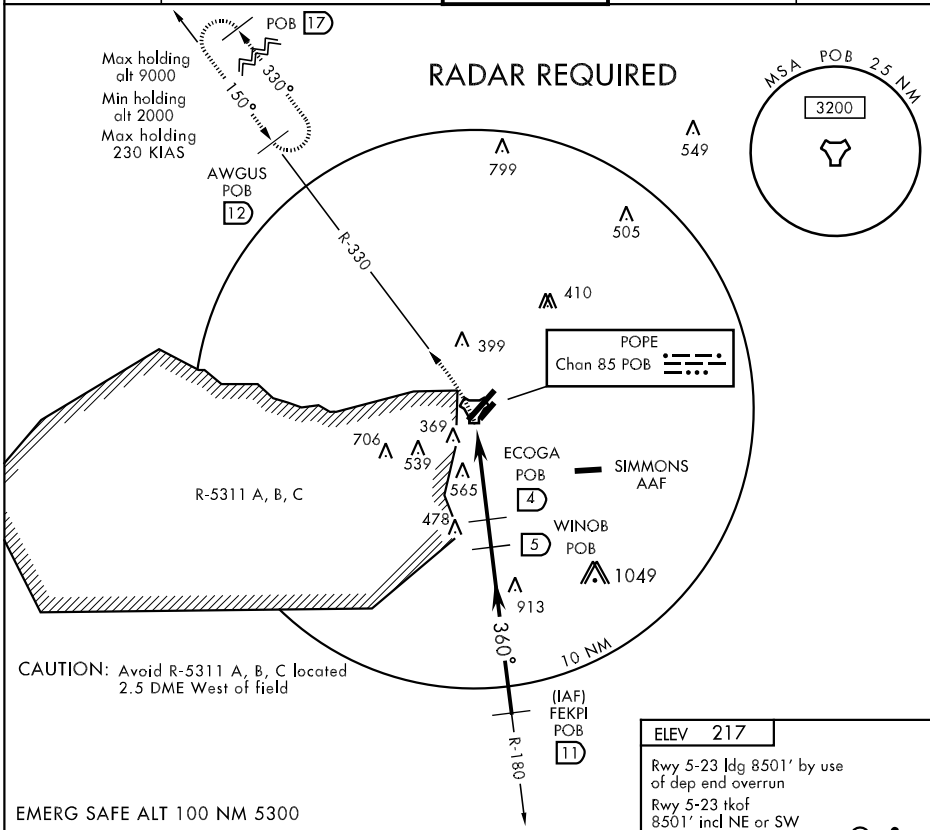
AL-147 [USAF]

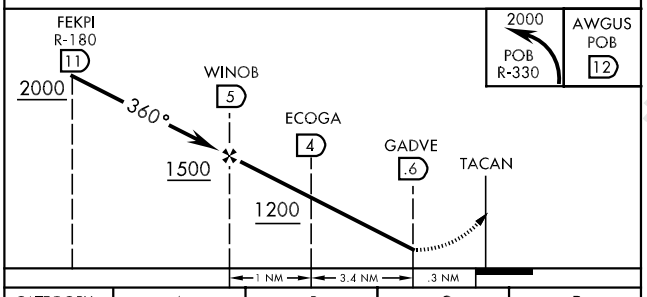
POPE AFB (KPOB)

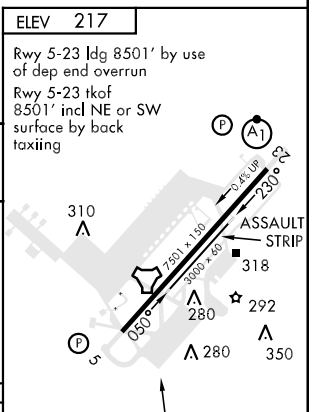
▼ * Circling not authorized SE of Rwy 5-23.

MISSED APPROACH: Climbing left turn to 2000 via POB R-330 to AWGUS and hold.

ATIS	FAYETTEVILLE APP CON	POPE TOWER	GND CON	CLNC DEL
132.3 353.725	125.175 397.85 (271°- 090°) 133.0 295.0 (091°- 270°)	135.025 291.1	124.55 275.8	275.8







CATEGORY	A	B	C	D
CIRCLING *	840-1 623 (700-1)		840-1¾ 623 (700-1¾)	860-2 643 (700-2)

SE-2, 22 OCT 2009 to 19 NOV 2009

TACAN RWY 23

TACAN POB Chan 85	APCH CRS 232°	Rwy ldg 7501 TDZE 199 Arpt Elev 217

AL-147 [USAF]

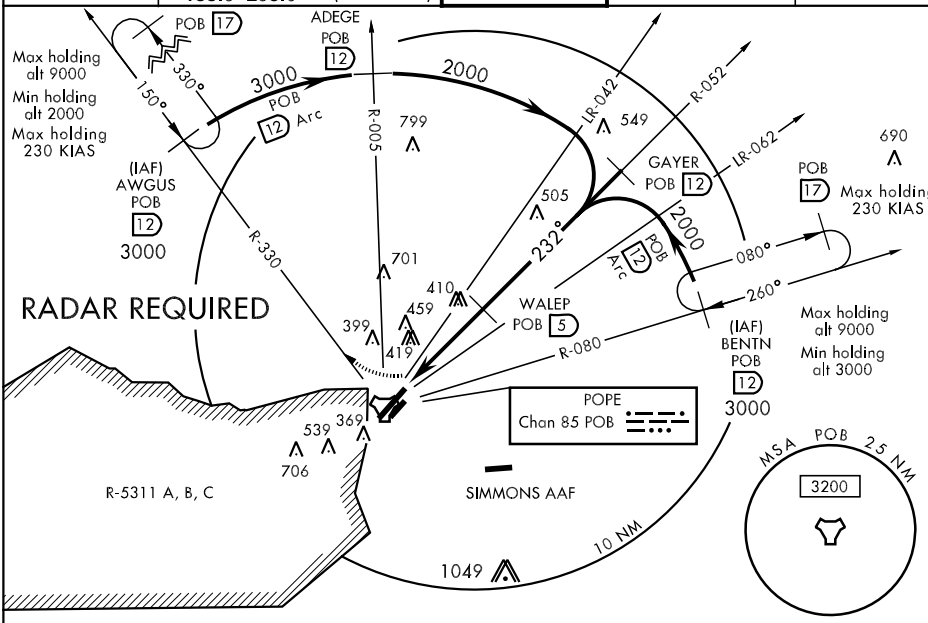
POPE AFB (KPOB)

▼ * When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT C RVR to 60 and vis to 1¼ miles, CAT D vis to 1½ miles.
** Circling not authorized SE of Rwy 5-23.

ALSF-1 (A1)

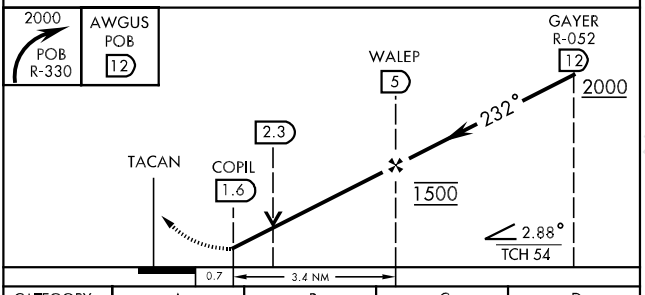
MISSED APPROACH: Immediate climbing right turn to 2000 via POB R-330 to AWGUS and hold.

ATIS	FAYETTEVILLE APP CON	POPE TOWER	GND CON	CLNC DEL
132.3 353.725	125.175 397.85 (271°-090°) 133.0 295.0 (091°-270°)	135.025 291.1	124.55 275.8	275.8



CAUTION: Avoid R-5311 A, B, C located 2.5 DME West of field

EMERG SAFE ALT 100 NM 5300

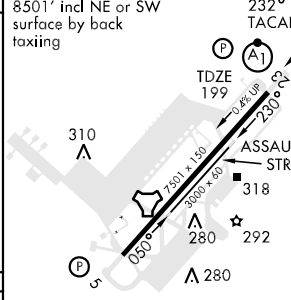


CATEGORY	A	B	C	D
S-23 *	680/24 481 (500-½)		680/40 481 (500-¾)	680/50 481 (500-1)
CIRCLING **	680-1 463 (500-1)		680-1½ 463 (500-1½)	860-2 643 (700-2)

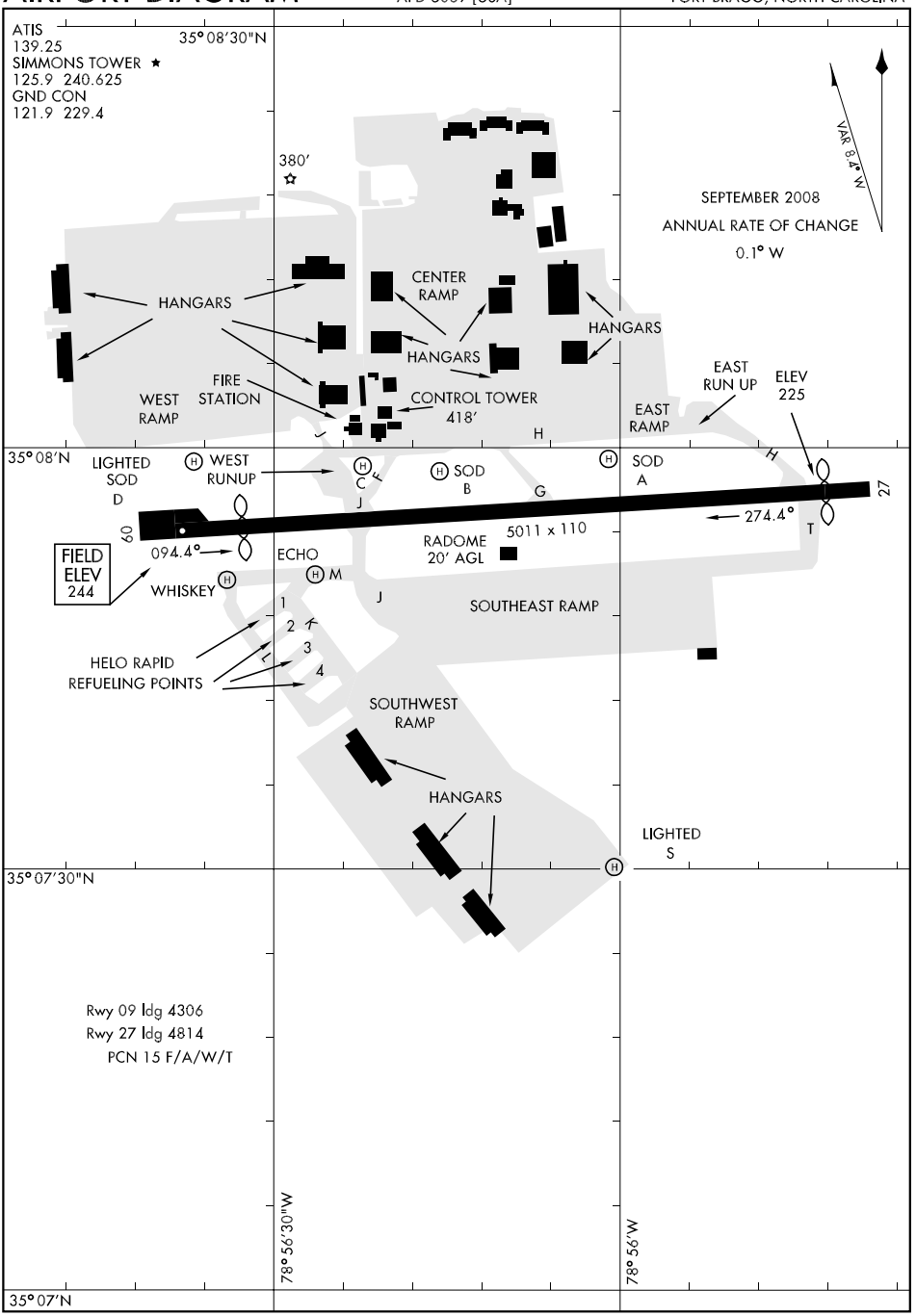
ELEV 217

Rwy 5-23 ldg 8501′ by use of dep end overrun

Rwy 5-23 tkof 8501′ incl NE or SW surface by back taxiing



REIL Rwy 5
HIRL Rwy 5-23
LIRL Rwy 050° 230°



SE-2, 22 OCT 2009 to 19 NOV 2009

NDB RWY 27

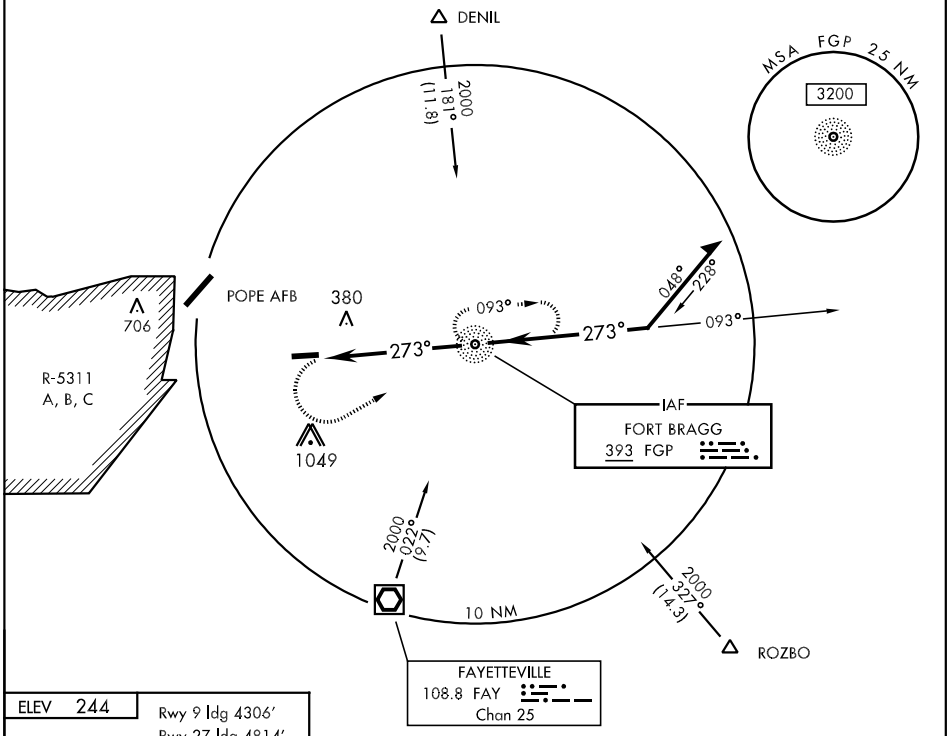
NDB FGP	APCH CRS	Rwy ldg	4814
393	273°	TDZE	228
		Arpt Elev	244

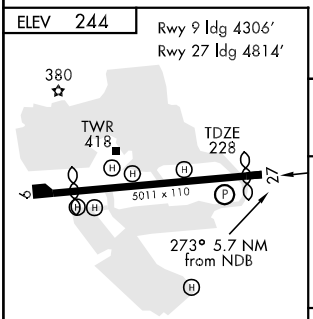
AL-5069 [USA]

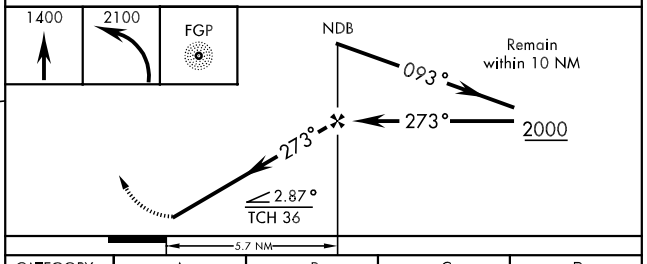
SIMMONS AAF (KFBG)

MISSED APPROACH: Climb to 1400 then climbing left turn to 2100 direct FGP NDB and hold.

ATIS	FAYETTEVILLE APP CON	SIMMONS TOWER ★	GND CON	PAR
139.25	133.0 295.0	125.9 240.625	121.9 229.4	







REIL Rwy 27
MIRL Rwy 9-27

FAF to MAP 5.7 NM					
Knots	60	90	120	150	180
Min:Sec	5:42	3:48	2:51	2:17	1:54

CATEGORY	A	B	C	D
S-27	640-1 412 (400-1)		640-1¼ 412 (400-1¼)	NA
CIRCLING	780-1 538 (600-1)		780-1½ 538 (600-1½)	NA
S-PAR 27	428-½ 200 (200-½)	GS 3.00°		NA

RNAV (GPS) RWY 27

APCH CRS	Rwy Idg	4814
273°	TDZE	228
	Arpt Elev	244

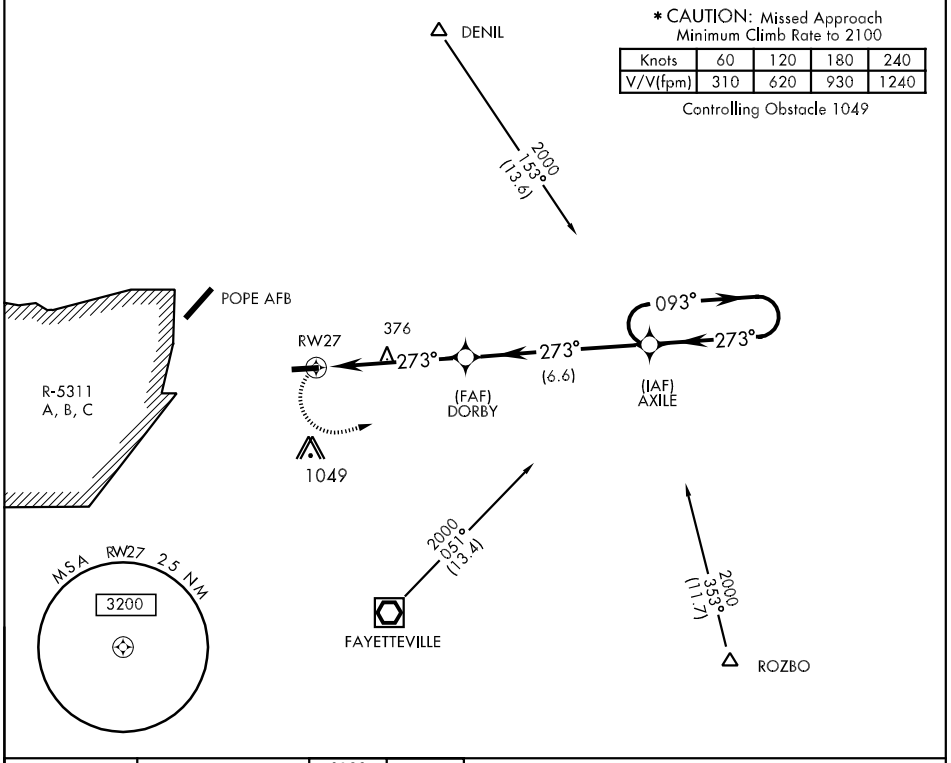
AL-5069 [USA]

SIMMONS AAF (KFBG)

DME/DME RNP-0.3 NA.

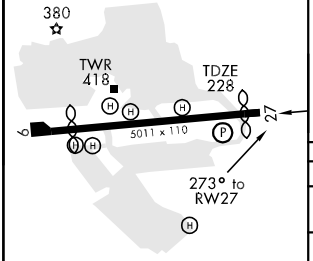
* MISSED APPROACH: Climbing left turn to 2100 direct AXILE and hold.

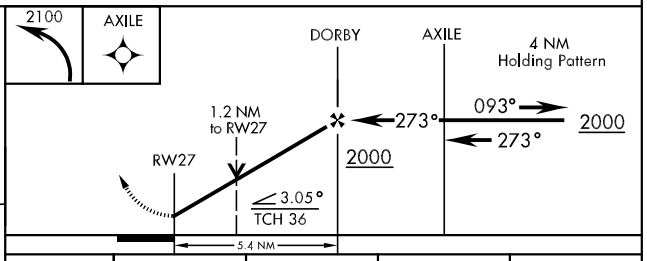
ATIS	FAYETTEVILLE APP CON	SIMMONS TOWER *	GND CON	PAR
139.25	133.0 295.0	125.9 240.625	121.9 229.4	



ELEV 244

Rwy 9 Idg 4306'
Rwy 27 Idg 4814'





CATEGORY	A	B	C	D
LNAV MDA	640-1 412 (400-1)		640-1¼ 412 (400-1¼)	NA
CIRCLING	780-1 538 (600-1)		780-1½ 538 (600-1½)	NA
S-PAR 27	428-½ 200 (200-½)	GS 3.00°		NA

REIL Rwy 27
MIRL Rwy 9-27

APP CRS	Rwy Idg	N/A
340°	TDZE	N/A
	Apt Elev	2020

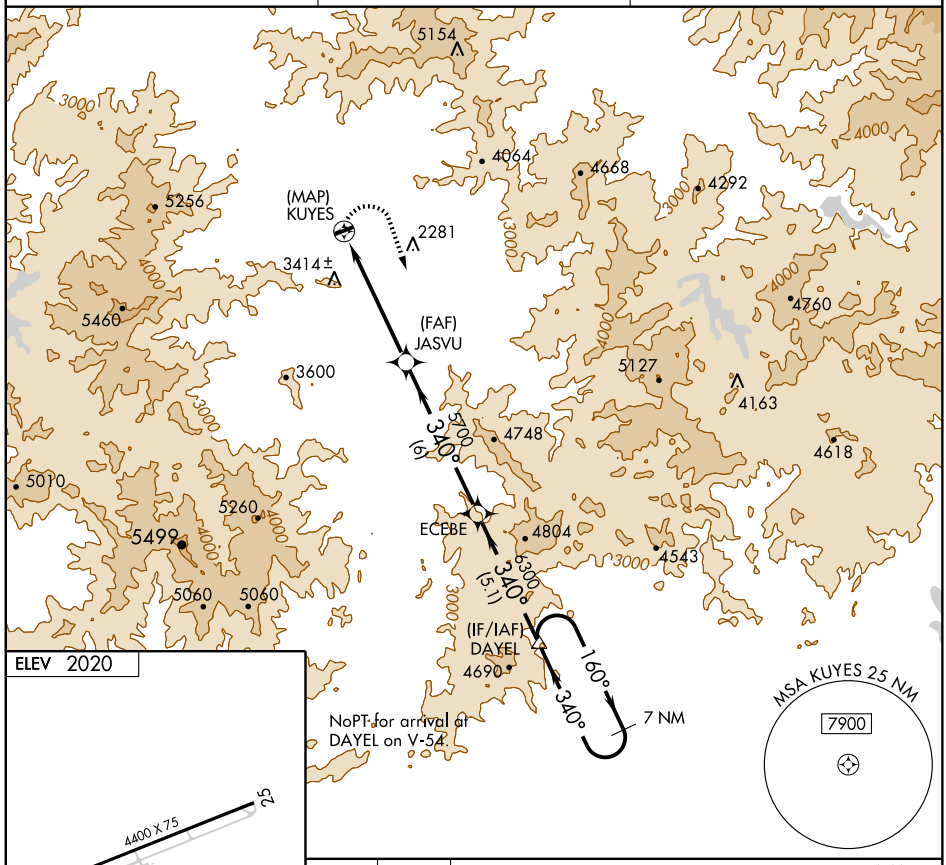
RNAV (GPS)-A

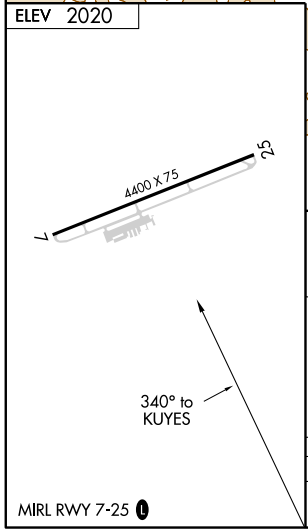
FRANKLIN/MACON COUNTY (1A5)

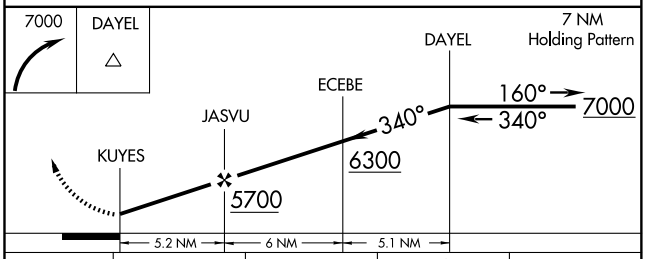
When local altimeter setting not received, Procedure NA.
DME/DME RNP-0.3 NA.
Procedure NA at night.

MISSED APPROACH: Climbing right turn to 7000 direct DAYEL and hold.

AWOS-3	ATLANTA CENTER	UNICOM
118.225	134.8 307.9	123.05 (CTAF) L







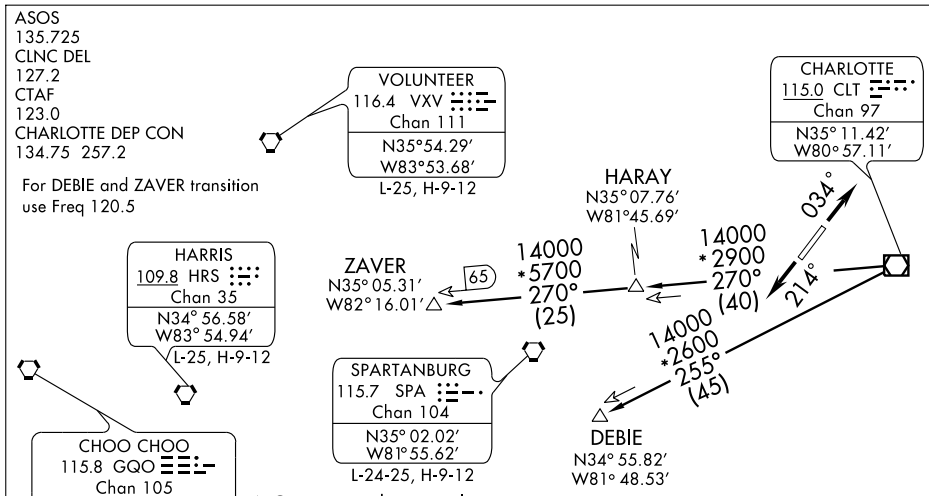
CATEGORY	A	B	C	D
CIRCLING	3620-1¼ 1600 (1600-1¼)	3620-1½ 1600 (1600-1½)	3760-3 1740 (1800-3)	NA

SE-2, 22 OCT 2009 to 19 NOV 2009

BOBCAT TWO DEPARTURE

SL-6081 (FAA)

GASTONIA MUNI (AKH)
GASTONIA, NORTH CAROLINA



NOTE: For turbojets only.
NOTE: RADAR and DME Required.
NOTE: Transponder code will be issued via Charlotte Clearance Delivery.
NOTE: Accelerate to 250 KIAS, if unable, advise ATC.
NOTE: Do not exceed 280 KIAS until advised by ATC.

TAKEOFF MINIMUMS:
RWY 3, 21: Standard.

TAKEOFF OBSTACLE NOTES:

RWY3: Multiple trees beginning 1200 feet from DER, 433 feet left of centerline, up to 80 feet AGL/859 feet MSL. Multiple trees beginning 162 feet from DER, 371feet right of centerline, up to 136 feet AGL/885 feet MSL.

RWY21: Antenna and multiple trees beginning 269 feet from DER, 210 feet left of centerline, up to 101 feet AGL/880 feet MSL. Multiple trees beginning 252 feet from DER, 264 feet right of centerline, up to 136 feet AGL/885 feet MSL.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 3: Climb heading 034°. Thence....

TAKEOFF RWY 21: Climb heading 214°. Thence....

....Expect radar vectors to intercept filed/assigned transition or enroute fix/navaid. Maintain 3400. Expect filed altitude/flight level 10 minutes after departure.

DEBIE TRANSITION (BOB2.DEBIE): From over CLT VOR/DME via CLT R-255 to DEBIE INT. Thence as filed.

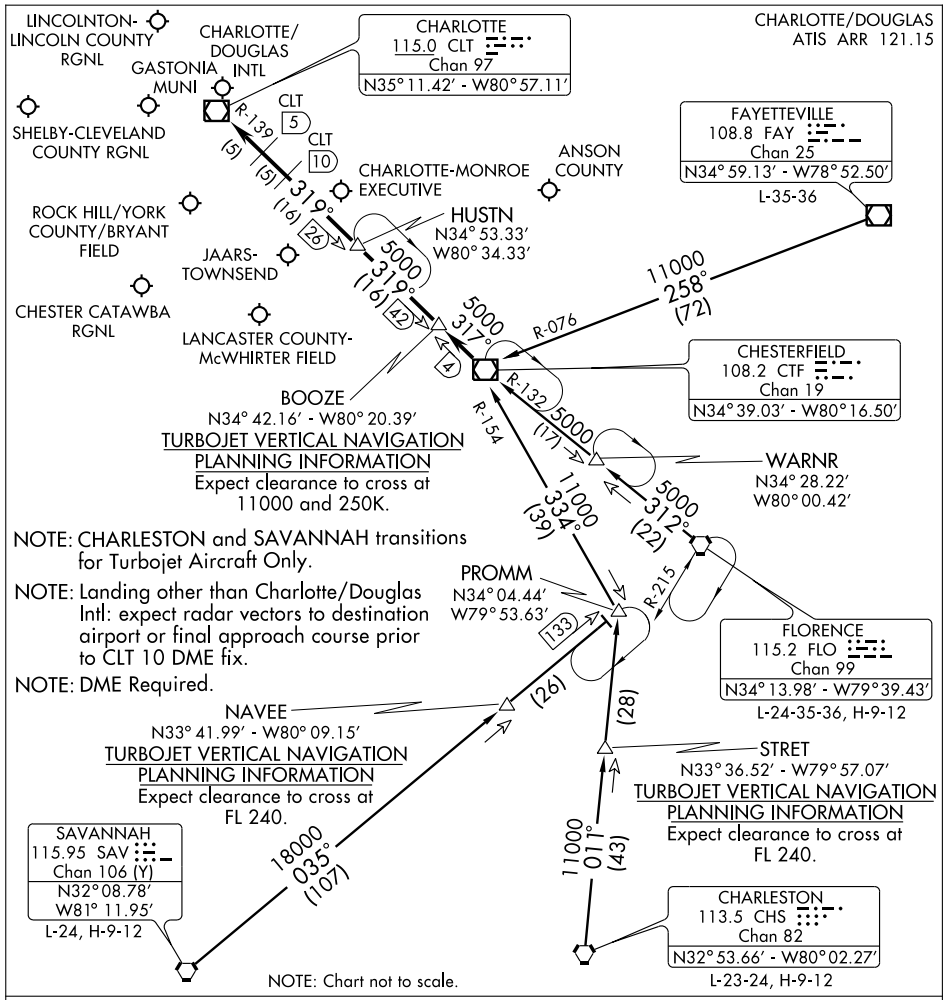
HARAY TRANSITION (BOB2.HARAY): From over CLT VOR/DME via CLT R-270 to HARAY INT. Thence as filed.

ZAVER TRANSITION (BOB2.ZAVER): From over CLT VOR/DME via CLT R-270 to ZAVER INT. Thence as filed.

SE-2, 22 OCT 2009 to 19 NOV 2009

CHESTERFIELD THREE ARRIVAL

CHARLOTTE, NORTH CAROLINA



CHARLESTON TRANSITION (CHS.CTF3): From over CHS VORTAC via CHS R-011 to PROMM INT then via CTF R-154 to CTF VOR/DME. Thence....

FAYETTEVILLE TRANSITION (FAY.CTF3): From over FAY VOR/DME via FAY R-258 and CTF R-076 to CTF VOR/DME. Thence....

FLORENCE TRANSITION (FLO.CTF3): From over FLO VORTAC via FLO R-312 and CTF R-132 to CTF VOR/DME. Thence....

SAVANNAH TRANSITION (SAV.CTF3): From over SAV VORTAC via SAV R-035 to PROMM INT then via CTF R-154 to CTF VOR/DME. Thence....

. . . .From over CTF VOR/DME via CTF R-317 to BOOZE, then via CLT R-139 to:

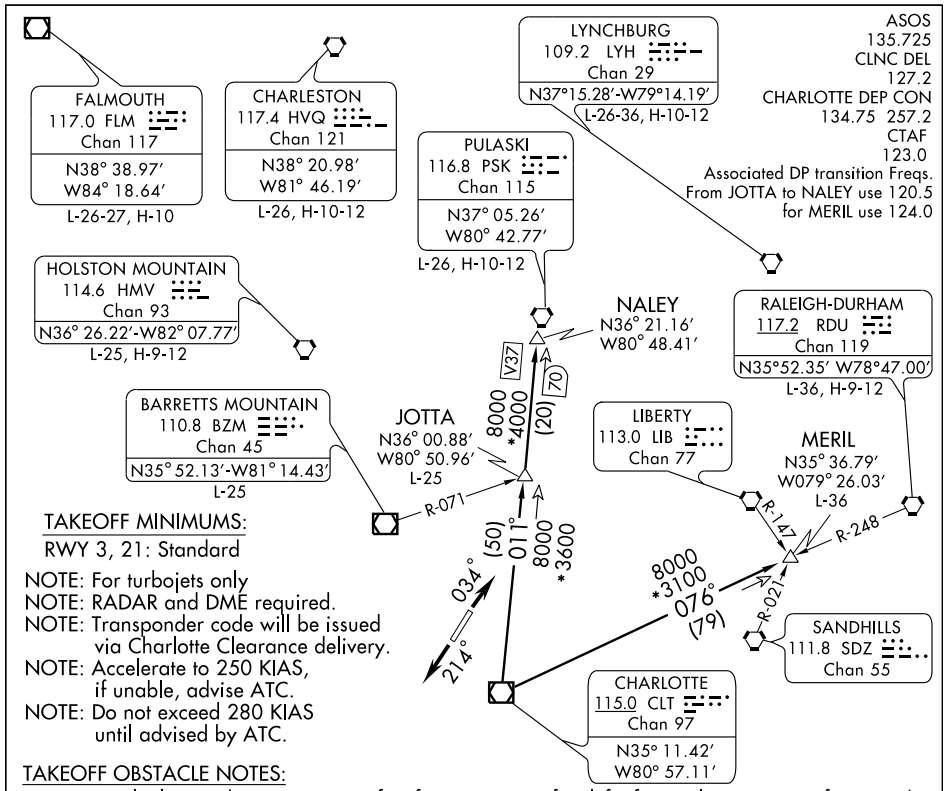
(LANDING NORTH) HUSTN INT: Expect radar vectors to final approach course.

(LANDING SOUTH) CLT VOR/DME: Expect radar vectors to final approach course prior to CLT 5 DME fix.

SE-2, 22 OCT 2009 to 19 NOV 2009

HORNET FOUR DEPARTURE

GASTONIA MUNI (AKH)
GASTONIA, NORTH CAROLINA



TAKEOFF MINIMUMS:

RWY 3, 21: Standard

NOTE: For turbojets only
NOTE: RADAR and DME required.
NOTE: Transponder code will be issued via Charlotte Clearance delivery.
NOTE: Accelerate to 250 KIAS, if unable, advise ATC.
NOTE: Do not exceed 280 KIAS until advised by ATC.

TAKEOFF OBSTACLE NOTES:

RWY3: Multiple trees beginning 1200 feet from DER, 433 feet left of centerline, up to 80 feet AGL/859 feet MSL. Multiple trees beginning 162 feet from DER, 371 feet right of centerline, up to 136 feet AGL/885 feet MSL.

RWY21: Antenna and multiple trees beginning 269 feet from DER, 210 feet left of centerline, up to 101 feet AGL/880 feet MSL. Multiple trees beginning 252 feet from DER, 264 feet right of centerline, up to 136 feet AGL/885 feet MSL.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 3: Climb heading 034°. Thence....

TAKEOFF RWY 21: Climb heading 214°. Thence....

....Expect radar vectors to intercept filed/assigned transition or enroute fix/navaid. Maintain 3400. Expect filed altitude/flight level 10 minutes after departure.

JOTTA TRANSITION (HOR4.JOTTA): From over CLT VOR/DME via CLT R-011 to JOTTA INT. Thence as filed.

MERIL TRANSITION (HOR4.MERIL): From over CLT VOR/DME via CLT R-076 to MERIL INT. Thence as filed.

NALEY TRANSITION (HOR4.NALEY): From over CLT VOR/DME via CLT R-011 to NALEY INT. Thence as filed.

SE-2, 22 OCT 2009 to 19 NOV 2009

HUGO EIGHT DEPARTURE SL-6081 (FAA)

GASTONIA MUNI (AKH)
GASTONIA, NORTH CAROLINA

ASOS
135.725
CLNC DEL
127.2
CTAF
123.0

CHARLESTON
117.4 HVQ
Chan 121
N38°20.98' W81°46.19'
L-26, H-10-12

LYNCHBURG
109.2 LYH
Chan 29
N37°15.28' W79°14.19'
L-26-36, H-10-12

SADIE
N36° 41.81'
W81° 33.61'

HOLSTON MOUNTAIN
114.6 HMV
Chan 93
N36°26.22' W82°07.77'
L-25, H-9-12

PULASKI
116.8 PSK
Chan 115
N37°05.26' W80°42.77'
L-26, H-10-12

NORTHWEST
CHARLOTTE DEP CON
134.75 257.2

CHARLOTTE
115.0 CLT
Chan 97
N35°11.42'
W80°57.11'

ROBAY
N36° 03.77'
W81° 18.07'

SUGARLOAF MOUNTAIN
112.2 SUG
Chan 59
N35°24.39' W82°16.12'
L-25

RALEIGH-DURHAM
117.2 RDU
Chan 119
N35°52.35' W78°47.00'
L-36, H-9-12

PITTY
N35°19.82'
W81° 51.09'

GIPPR
N35° 12.58'
W79° 59.13'
L-25-36

FOOTHILLS
113.4 ODF
Chan 81
N34° 41.75'
W83° 17.86'
L-25, H-9-12

DEBIE
N34° 55.82'
W81° 48.53'

SANDHILLS
111.8 SDZ
Chan 55

GREENWOOD
115.5 GRD
Chan 102
N34° 15.09'
W82° 09.25'
L-24, H-9-12

ELECTRIC CITY
108.6 ELW
Chan 23
N34° 25.15'
W82° 47.08'
L-18

ANDYS
N34° 22.25'
W81° 08.63'

CHOPN
N34° 14.90'
W80° 32.35'

CHESTERFIELD
108.2 CTF
Chan 19

SOUTHEAST
CHARLOTTE DEP CON
128.325 307.8

COLLIERS
113.9 IRQ
Chan 86
N33°42.44' W82°09.72'
L-24, H-9-12

COLUMBIA
114.7 CAE
Chan 94
N33°51.43' W81°03.23'
L-24, H-9-12

SAVANNAH
115.95 SAV
Chan 106 (Y)
N32°08.78' W81°11.95'
L-24, H-9-12

NOTE: TURBOPROPS: Operate in a manner that will result in best forward speed and climb rate.
NOTE: RADAR and DME Required.
NOTE: For propeller aircraft only.
NOTE: Transponder code will be issued via Charlotte Clearance Delivery.

TAKEOFF MINIMUMS:
RWY 3, 21: Standard.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

SE-2, 22 OCT 2009 to 19 NOV 2009

HUGO EIGHT DEPARTURE

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 3: Climb heading 034°. Thence....
TAKEOFF RWY 21: Climb heading 214°. Thence....

....Expect radar vectors to intercept filed/assigned transition or enroute fix/navaid. Maintain 3400. Expect filed altitude/flight level 10 minutes after departure.

ANDYS TRANSITION (HUG8.ANDYS): From over CLT VOR/DME via CLT R-196 to ANDYS INT. Thence as filed.
CHOPN TRANSITION (HUG8.CHOPN): From over CLT VOR/DME via CLT R-165 to CHOPN INT. Thence as filed.
DEBIE TRANSITION (HUG8.DEBIE): From over CLT VOR/DME via CLT R-255 to DEBIE INT. Thence as filed.
GIPPR TRANSITION (HUG8.GIPPR): From over CLT VOR/DME via CLT R-093 to GIPPR INT. Thence as filed.
PITTY TRANSITION (HUG8.PITTY): From over CLT VOR/DME via CLT R-286 to PITTY INT. Thence as filed.
ROBAY TRANSITION (HUG8.ROBAY): From over CLT VOR/DME via CLT R-347 to ROBAY INT. Thence as filed.
SADIE TRANSITION (HUG8.SADIE): From over CLT VOR/DME via CLT R-347 to SADIE INT. Thence as filed.

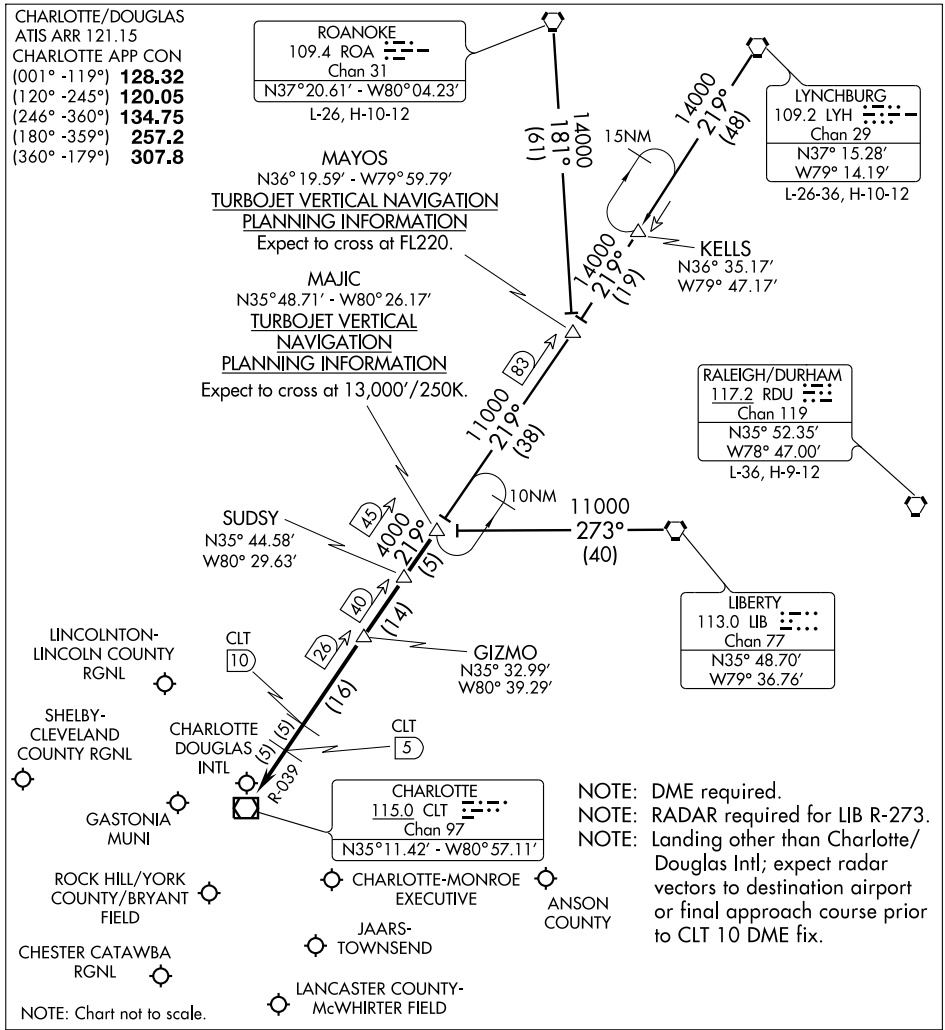
TAKEOFF OBSTACLE NOTES:

RWY3: Multiple trees beginning 1200 feet from DER, 433 feet left of centerline, up to 80 feet AGL/859 feet MSL. Multiple trees beginning 162 feet from DER, 371feet right of centerline, up to 136 feet AGL/885 feet MSL.
RWY21: Antenna and multiple trees beginning 269 feet from DER, 210 feet left of centerline, up to 101 feet AGL/880 feet MSL. Multiple trees beginning 252 feet from DER, 264 feet right of centerline, up to 136 feet AGL/885 feet MSL.

SE-2, 22 OCT 2009 to 19 NOV 2009

MAJIC ONE ARRIVAL

CHARLOTTE, NORTH CAROLINA



LIBERTY TRANSITION (LIB.MAJIC1): From over LIB VORTAC via LIB R-273 to MAJIC INT. Thence. . . .

LYNCHBURG TRANSITION (LYH.MAJIC1): From over LYH VORTAC via LYH R-219 and CLT R-039 to MAJIC INT. Thence. . . .

ROANOKE TRANSITION (ROA.MAJIC1): From over ROA VORTAC via ROA R-181 and CLT R-039 to MAJIC INT. Thence. . . .

. . . .From over MAJIC via CLT R-039 to:

LANDING NORTH: CLT VOR/DME. Expect radar vectors to final approach course prior to the CLT 5 DME fix.

LANDING SOUTH: GIZMO. Expect radar vectors to final approach course.

SE-2, 22 OCT 2009 to 19 NOV 2009

NDB GHJ	APP CRS	Rwy Idg	3770
260	034°	TDZE	797
		Apt Elev	797

NDB RWY 3

GASTONIA MUNI (AKH)

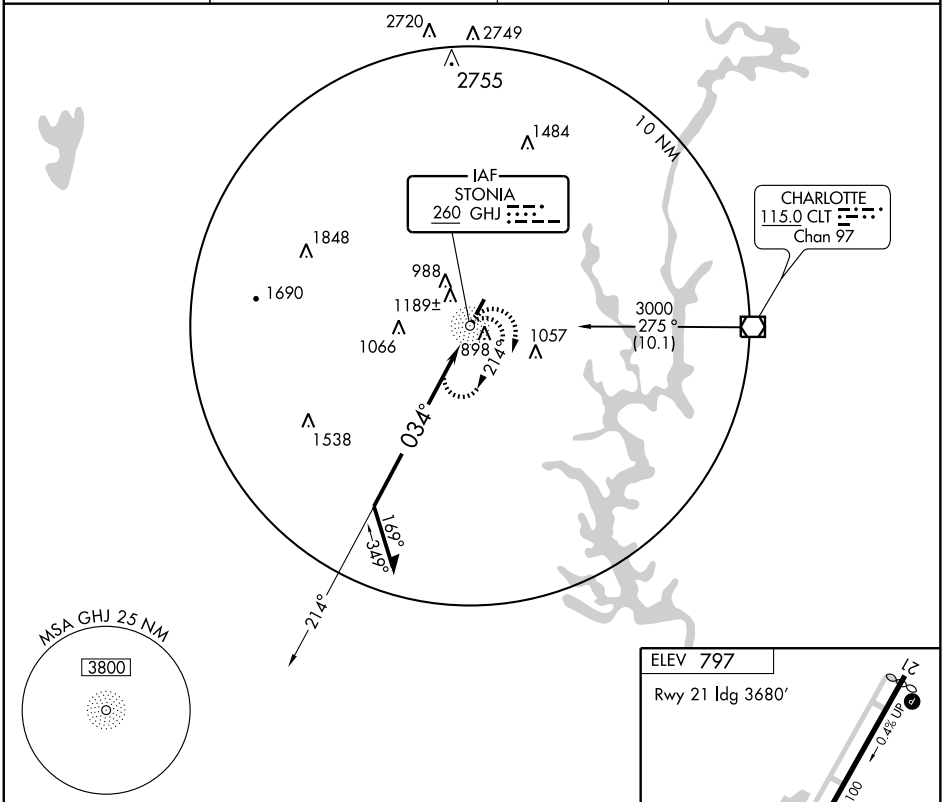
NA

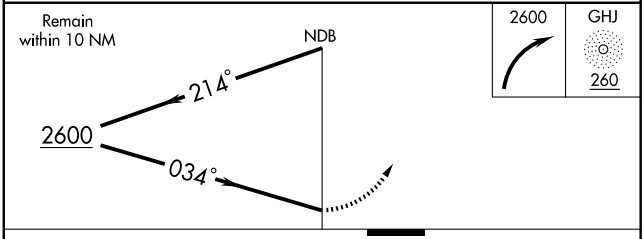
Inoperative table does not apply to Cats B and C.

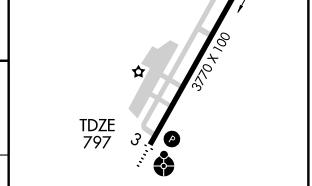
ODALS

MISSED APPROACH: Climbing right turn to 2600 in GHJ NDB holding pattern.

ASOS	CHARLOTTE APP CON	CLNC DEL	UNICOM
135.725	134.75 257.2	127.2	123.0 (CTAF) L







CATEGORY	A	B	C	D
S-3	1540-¾ 743 (800-¾)	1540-1¼ 743 (800-1¼)	1540-2¼ 743 (800-2¼)	NA
CIRCLING	1540-1 743 (800-1)	1540-1¼ 743 (800-1¼)	1540-2¼ 743 (800-2¼)	NA

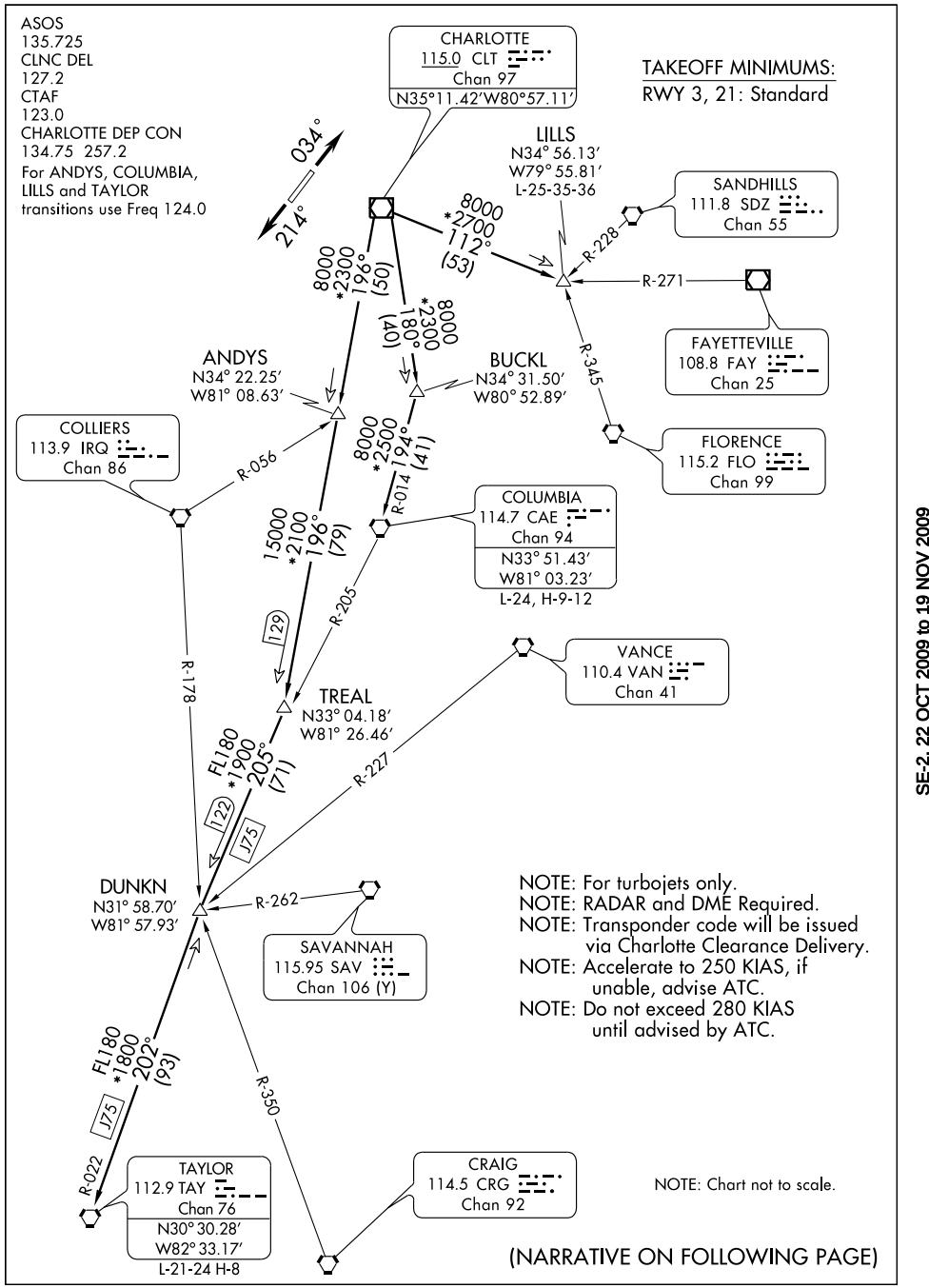
Knots	60	90	120	150	180
Min:Sec					

SE-2. 22 OCT 2009 to 19 NOV 2009

PANTHER EIGHT DEPARTURE

SL-6081 (FAA)

GASTONIA MUNI (AKH)
GASTONIA, NORTH CAROLINA



SE-2, 22 OCT 2009 to 19 NOV 2009

PANTHER EIGHT DEPARTURE SL-6081 (FAA)

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 3: Climb heading 034°. Thence....

TAKEOFF RWY 21: Climb heading 214°. Thence....

....Expect radar vectors to intercept filed/assigned transition or enroute fix/navaid. Maintain 3400. Expect filed altitude/flight level 10 minutes after departure.

ANDYS TRANSITION (PAN8.ANDYS): From over CLT VOR/DME via CLT R-196 to ANDYS INT. Thence as filed.

COLUMBIA TRANSITION (PAN8.CAE): From over CLT VOR/DME via CLT R-180 to BUCKL FIX and CAE R-014 to CAE VORTAC. Thence as filed.

LILLS TRANSITION (PAN8.LILLS): From over CLT VOR/DME via CLT R-112 to LILLS INT. Thence as filed.

TAYLOR TRANSITION (PAN8.TAY): From over CLT VOR/DME via CLT R-196 to TREAL FIX CAE R-205 to DUNKN FIX and TAY R-022 to TAY VORTAC. Thence as filed.

TAKEOFF OBSTACLE NOTES:

RWY3: Multiple trees beginning 1200 feet from DER, 433 feet left of centerline, up to 80 feet AGL/859 feet MSL. Multiple trees beginning 162 feet from DER, 371 feet right of centerline, up to 136 feet AGL/885 feet MSL.

RWY21: Antenna and multiple trees beginning 269 feet from DER, 210 feet left of centerline, up to 101 feet AGL/880 feet MSL. Multiple trees beginning 252 feet from DER, 264 feet right of centerline, up to 136 feet AGL/885 feet MSL.

SE-2, 22 OCT 2009 to 19 NOV 2009

WAAS	APP CRS		
CH 90302	034°	Rwy Idg	3770
W03A		TDZE	798
		Apt Elev	798

RNAV (GPS) RWY 3

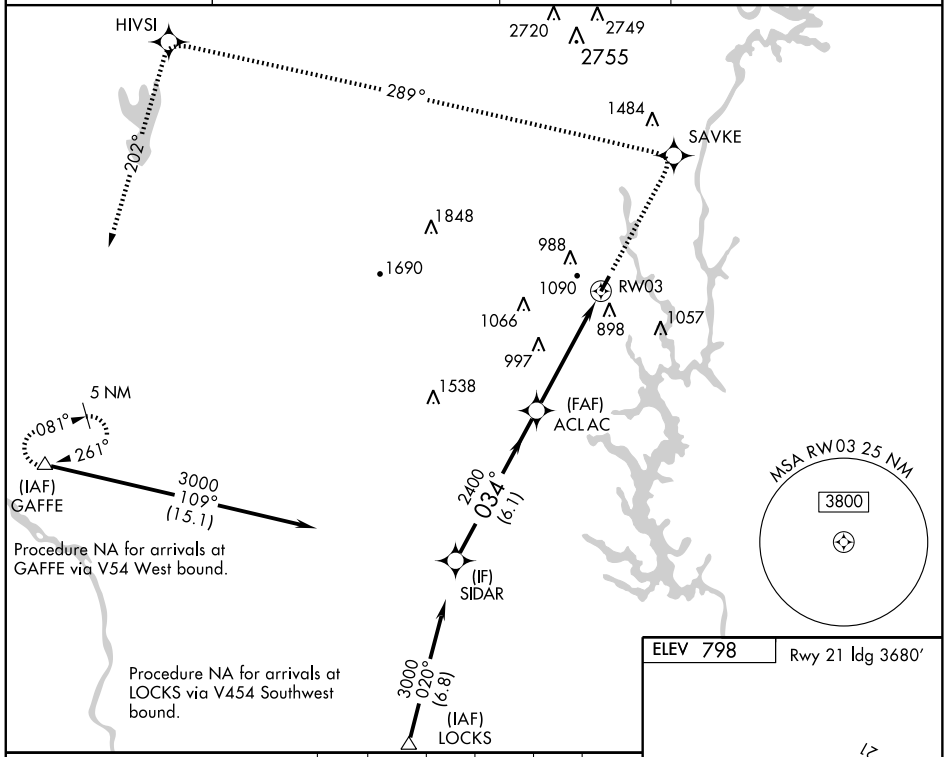
GASTONIA MUNI (AKH)

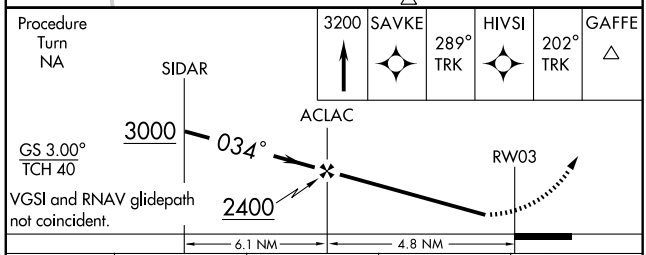
If local altimeter setting not received, use Charlotte Douglas Intl altimeter setting and increase all DAs/MDAs 40 feet. Visibility reduction by helicopters NA. DME/DME RNP-0.3 NA. Inoperative table does not apply.

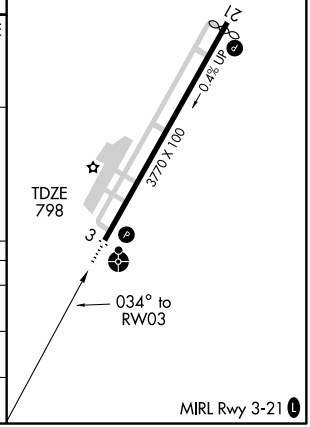
ODALS

MISSED APPROACH: Climb to 3200 direct SAVKE and via 289° track to HIVSI and 202° track to GAFFE and hold.

ASOS	CHARLOTTE APP CON	CLNC DEL	UNICOM
135.725	134.75 257.2	127.2	123.0 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	1118-1¼ 320 (400-1¼)			NA
LNAV MDA	1440-1 642 (700-1)		1440-1¾ 642 (700-1¾)	NA
CIRCLING	1500-1 702 (800-1)		1500-2 702 (800-2)	NA

SE-2, 22 OCT 2009 to 19 NOV 2009

GASTONIA, NORTH CAROLINA

AL-6081 (FAA)

WAAS	APP CRS	Rwy Idg	3680
CH 50402	214°	TDZE	798
W21A		Apt Elev	798

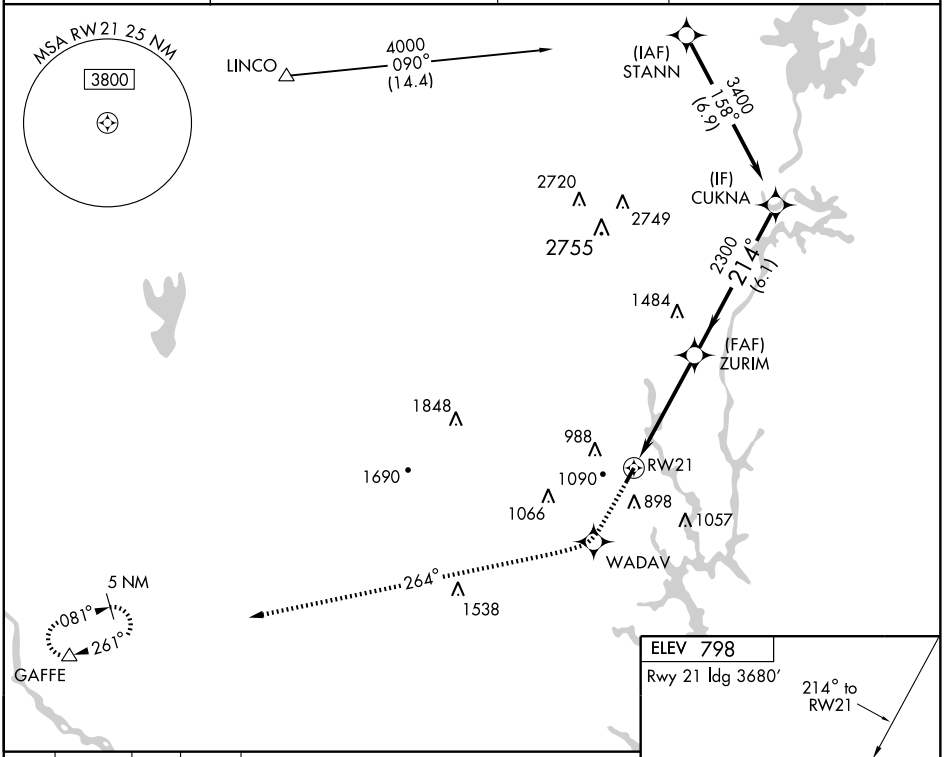
RNAV (GPS) RWY 21

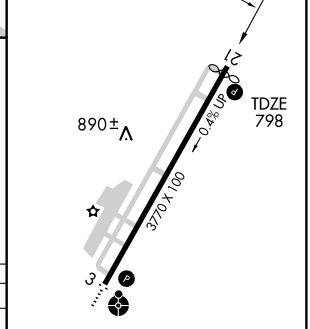
GASTONIA MUNI (AKH)

If local altimeter setting not received, use Charlotte/Douglas Intl altimeter setting and increase all DA/MDAs 40 feet.
Visibility reduction by helicopters NA.
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3200 direct WADAV and via 264° track to GAFFE and hold.

ASOS	CHARLOTTE APP CON	CLNC DEL	UNICOM
135.725	134.75 257.2	127.2	123.0 (CTAF) L

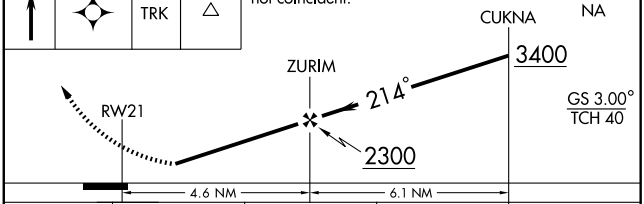




3200	WADAV	264° TRK	GAFFE

VGSI and RNAV glidepath not coincident.

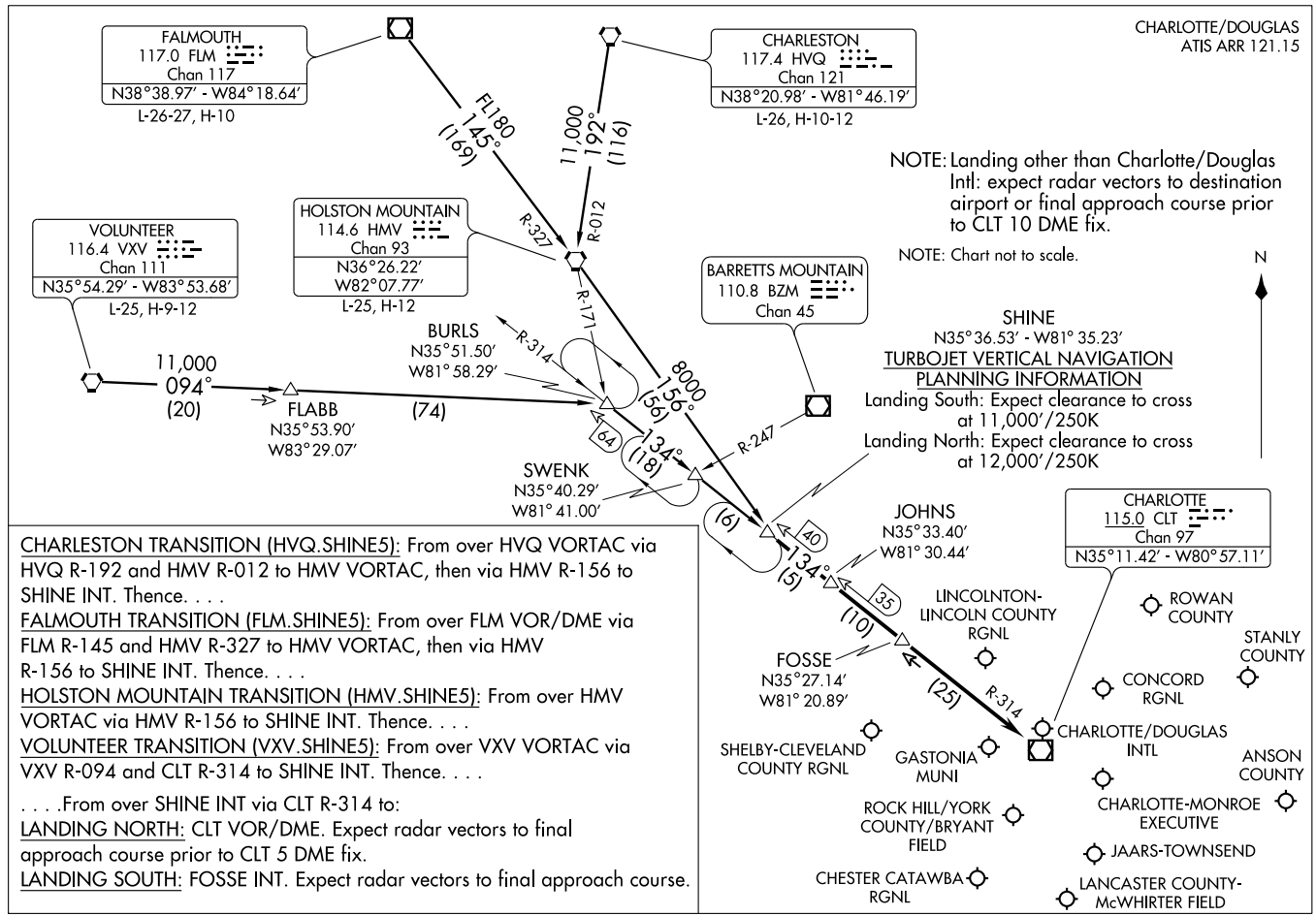
Procedure Turn NA



CATEGORY	A	B	C	D
LPV DA	1111-1¼ 313 (400-1¼)			NA
LNAV MDA	1420-1 622 (700-1)		1420-1¾ 622 (700-1¾)	NA
CIRCLING	1500-1 702 (800-1)		1500-2 702 (800-2)	NA

MIRL Rwy 3-21 L

SE-2, 22 OCT 2009 to 19 NOV 2009



CHARLESTON TRANSITION (HVQ.SHINE5): From over HVQ VORTAC via HVQ R-192 and HMV R-012 to HMV VORTAC, then via HMV R-156 to SHINE INT. Thence. . . .

FALMOUTH TRANSITION (FLM.SHINE5): From over FLM VOR/DME via FLM R-145 and HMV R-327 to HMV VORTAC, then via HMV R-156 to SHINE INT. Thence. . . .

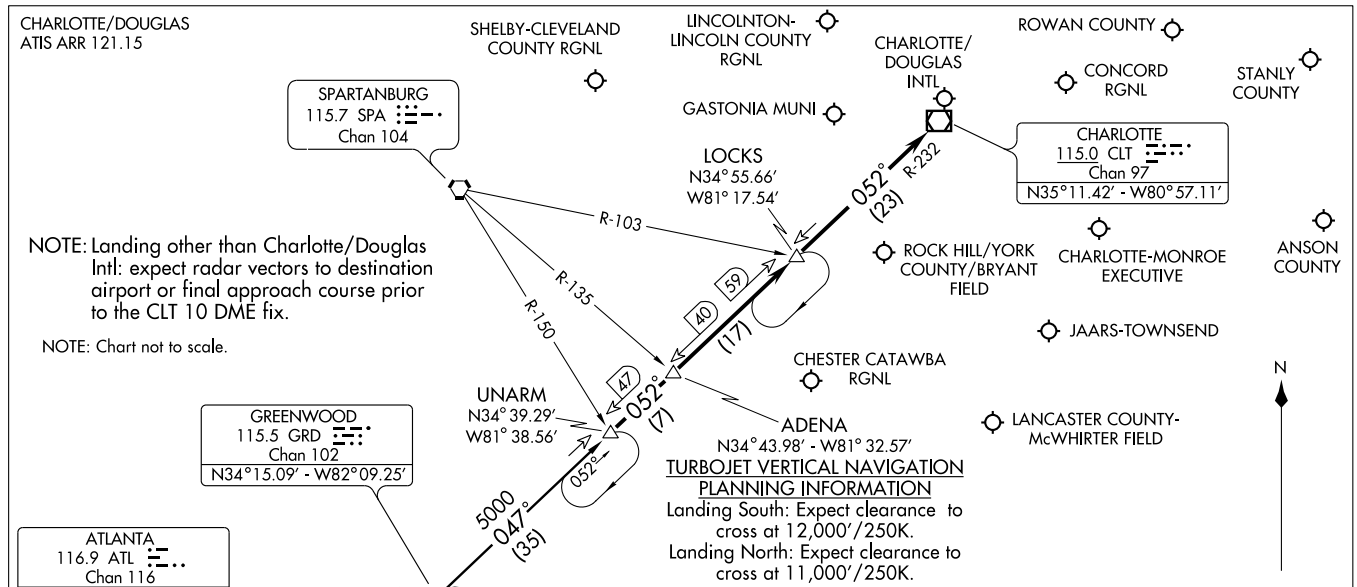
HOLSTON MOUNTAIN TRANSITION (HMV.SHINE5): From over HMV VORTAC via HMV R-156 to SHINE INT. Thence. . . .

VOLUNTEER TRANSITION (VXV.SHINE5): From over VXV VORTAC via VXV R-094 and CLT R-314 to SHINE INT. Thence. . . .

. . . .From over SHINE INT via CLT R-314 to:

LANDING NORTH: CLT VOR/DME. Expect radar vectors to final approach course prior to CLT 5 DME fix.

LANDING SOUTH: FOSSE INT. Expect radar vectors to final approach course.



NOTE: Landing other than Charlotte/Douglas Intl: expect radar vectors to destination airport or final approach course prior to the CLT 10 DME fix.

NOTE: Chart not to scale.

TURBOJET VERTICAL NAVIGATION PLANNING INFORMATION
Landing South: Expect clearance to cross at 12,000′/250K.
Landing North: Expect clearance to cross at 11,000′/250K.

TURBOJET VERTICAL NAVIGATION PLANNING INFORMATION
Expect clearance to cross at FL240

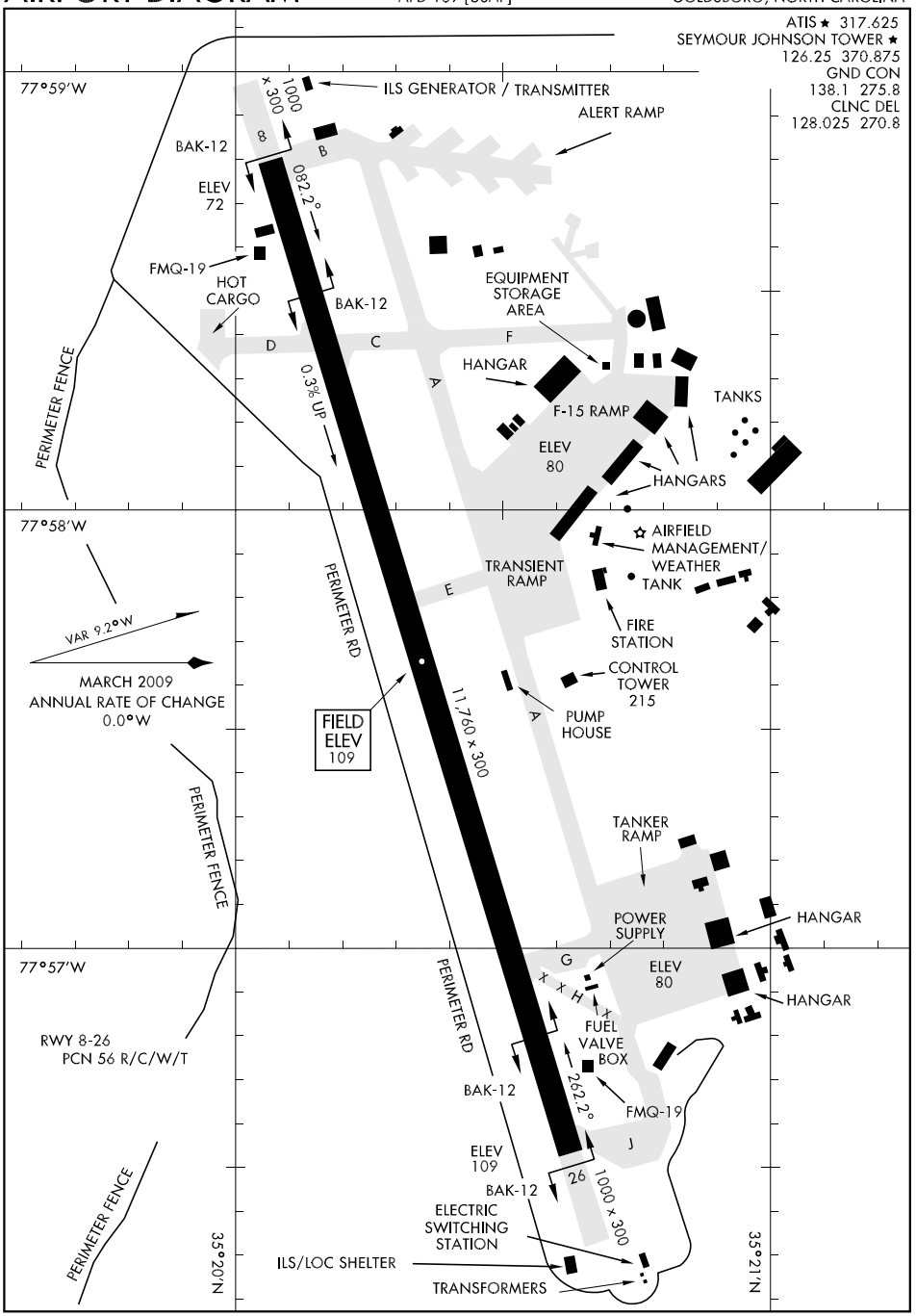
ATLANTA TRANSITION (ATL.UNARM1): From over ATL VORTAC via ATL R-071 and GRD R-254 to GRD VORTAC. Then via GRD R-047 and CLT R-232 to UNARM INT. Thence. . . .

COLLIERS TRANSITION (IRQ.UNARM1): From over IRQ VORTAC via IRQ R-005 and GRD R-182 to GRD VORTAC. Then via GRD R-047 and CLT R-232 to UNARM INT. Thence. . . .

. . . . From over UNARM INT via CLT R-232 to:

LANDING NORTH: LOCKS INT. Expect radar vectors to final approach course.

LANDING SOUTH: CLT VOR/DME. Expect radar vectors to final approach course prior to CLT 5 DME fix.



SE-2, 22 OCT 2009 to 19 NOV 2009

HI-ILS RWY 8

LOC I-GSB	APCH CRS	Rwy ldg 11,760 / TDZE 73 / Arpt Elev 109
109.3	081°	

JAL-169 [USAF]

SEYMOUR JOHNSON AFB (KGSB)

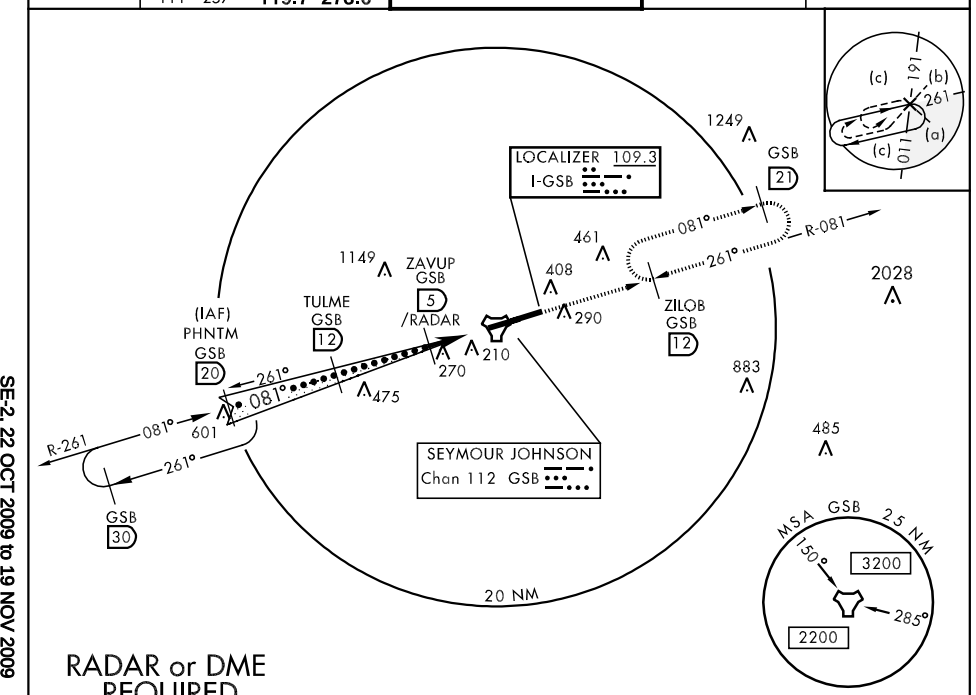
* When ALS inop, increase CAT C vis to 1½ miles, CAT DE vis to 1¾ miles

** Circling N of Rwy 8-26 not authorized.

ALSF-1

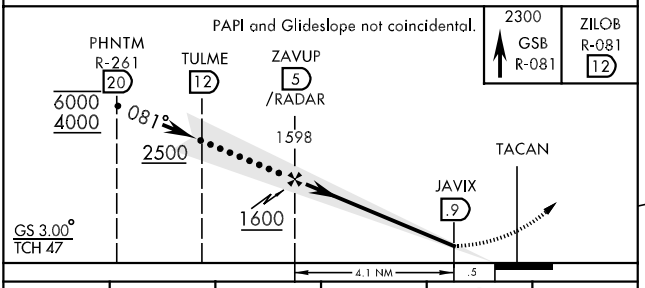
MISSED APPROACH: Climb to 2300 via GSB R-081 to 12 DME (ZILOB) and hold.

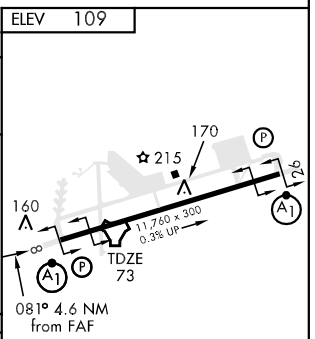
ATIS ★	SEYMOUR JOHNSON APP CON	SEYMOUR JOHNSON TOWER ★	GND CON	CLNC DEL
317.625	258°-110° 123.7 290.9 111°-257° 119.7 273.6	126.25 370.875	138.1 275.8	128.025 270.8



RADAR or DME REQUIRED

EMERG SAFE ALT 100 NM 3700





HIRL Rwy 8-26

CATEGORY	A	B	C	D	E
S-ILS 8	334/50		261	(300-1)	
S-LOC 8 *	600/50	527 (500-1)		600/60	527 (500-1¼)
CIRCLING **	660-1	551 (600-1)	660-1½ 551 (600-1½)	660-2 551 (600-2)	740-2¼ 631 (700-2¼)

FAF to MAP 4.1 NM

Knots	120	140	160	180	200
Min:Sec	2:03	1:45	1:32	1:22	1:14

HI-ILS RWY 26

LOC I-DDX	APCH CRS	Rwy ldg 11,760 / TDZE 109 / Arpt Elev 109
109.9	261°	JAL-169 [USAF]

SEYMOUR JOHNSON AFB (KGSB)

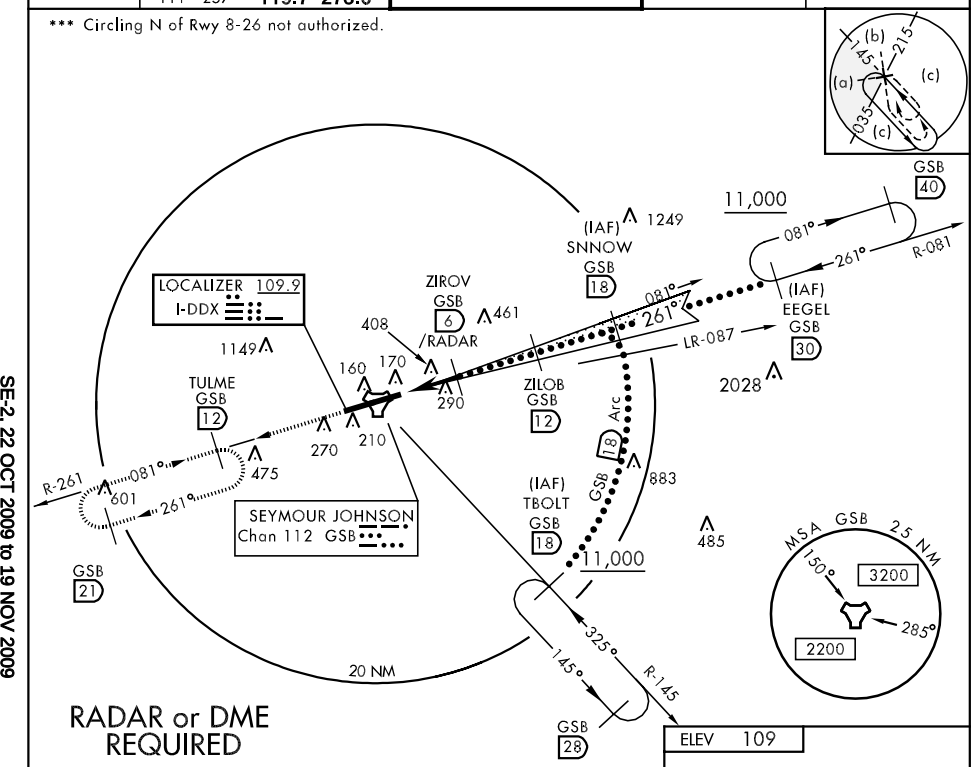
* When ALS inop, increase RVR to 40 and vis to ¾ mile.
** When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT C vis to 1½ miles, CAT D vis to 1¾ miles, CAT E vis to 2 miles.

ALSF-1

MISSED APPROACH: Climb to 2200 via GSB R-261 to 12 DME (TULME) and hold.

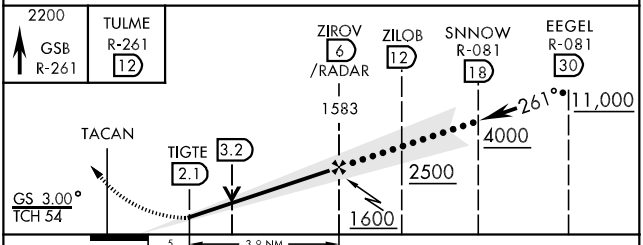
ATIS ★	SEYMOUR JOHNSON APP CON	SEYMOUR JOHNSON TOWER ★	GND CON	CLNC DEL
317.625	258°-110° 123.7 290.9 111°-257° 119.7 273.6	126.25 370.875	138.1 275.8	128.025 270.8

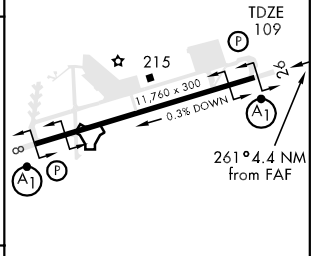
*** Circling N of Rwy 8-26 not authorized.



RADAR or DME REQUIRED

EMERG SAFE ALT 100 NM 3700





CATEGORY	A	B	C	D	E
S-ILS 26 *	309/24		200	(200-½)	
S-LOC 26**	680/24 571 (600-½)		680/50 571 (600-1)	680/60 571(600-1¼)	680-1½ 571 (600-1½)
CIRCLING***	680-1 571 (600-1)		680-1½ 571 (600-1½)	680-2 571 (600-2)	740-2¼ 631 (700-2¼)

HIRL Rwy 8-26

FAF to MAP 3.9 NM					
Knots	120	140	160	180	200
Min:Sec	1:57	1:40	1:28	1:18	1:10

SE-2, 22 OCT 2009 to 19 NOV 2009

HI-TACAN RWY 8

TACAN	APCH CRS	Rwy ldg / TDZE / Arpt Elev
GSB Chan 112	081°	11,760 / 73 / 109

JAL-169 [USAF]

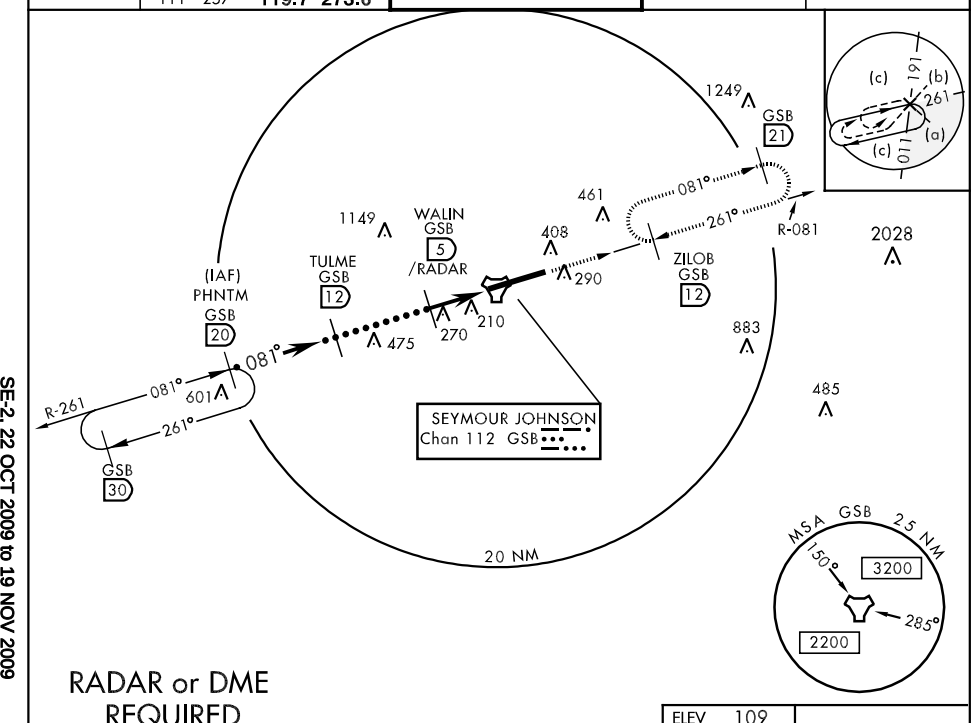
SEYMOUR JOHNSON AFB (KGSB)

* When ALS inop, increase CAT C vis to 1½ miles, CAT D vis to 1¾ miles, CAT E vis to 2 miles
** Circling N of Rwy 8-26 not authorized.

ALSF-1

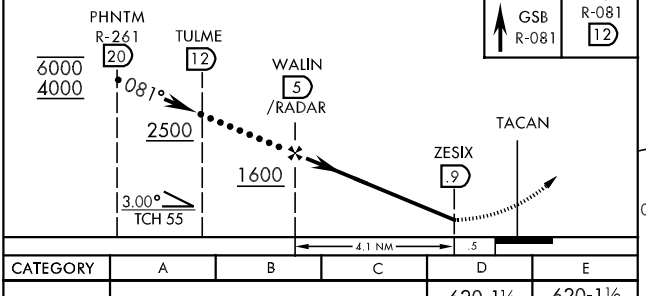
MISSED APPROACH: Climb to 2300 via GSB R-081 to 12 DME (ZILOB) and hold.

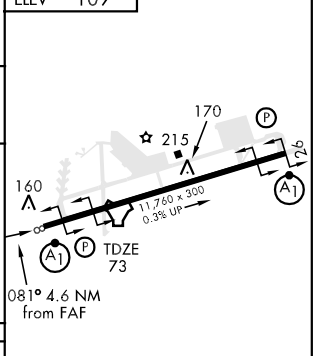
ATIS ★	SEYMOUR JOHNSON APP CON	SEYMOUR JOHNSON TOWER ★	GND CON	CLNC DEL
317.625	258°-110° 123.7 290.9 111°-257° 119.7 273.6	126.25 370.875	138.1 275.8	128.025 270.8



RADAR or DME REQUIRED

EMERG SAFE ALT 100 NM 3700





CATEGORY	A	B	C	D	E
S-8 *	620/50	547	(600-1)	620-1¼ 547 (600-1¼)	620-1½ 547 (600-1½)
CIRCLING **	660-1	551 (600-1)	660-1½ 551 (600-1½)	660-2 551 (600-2)	740-2¼ 631 (700-2¼)

HIRL Rwy 8-26

SE-2, 22 OCT 2009 to 19 NOV 2009

HI-TACAN RWY 26

TACAN	APCH CRS	Rwy ldg	TDZE	Arpt Elev
GSB Chan 112	261°	11,760	109	109

JAL-169 [USAF]

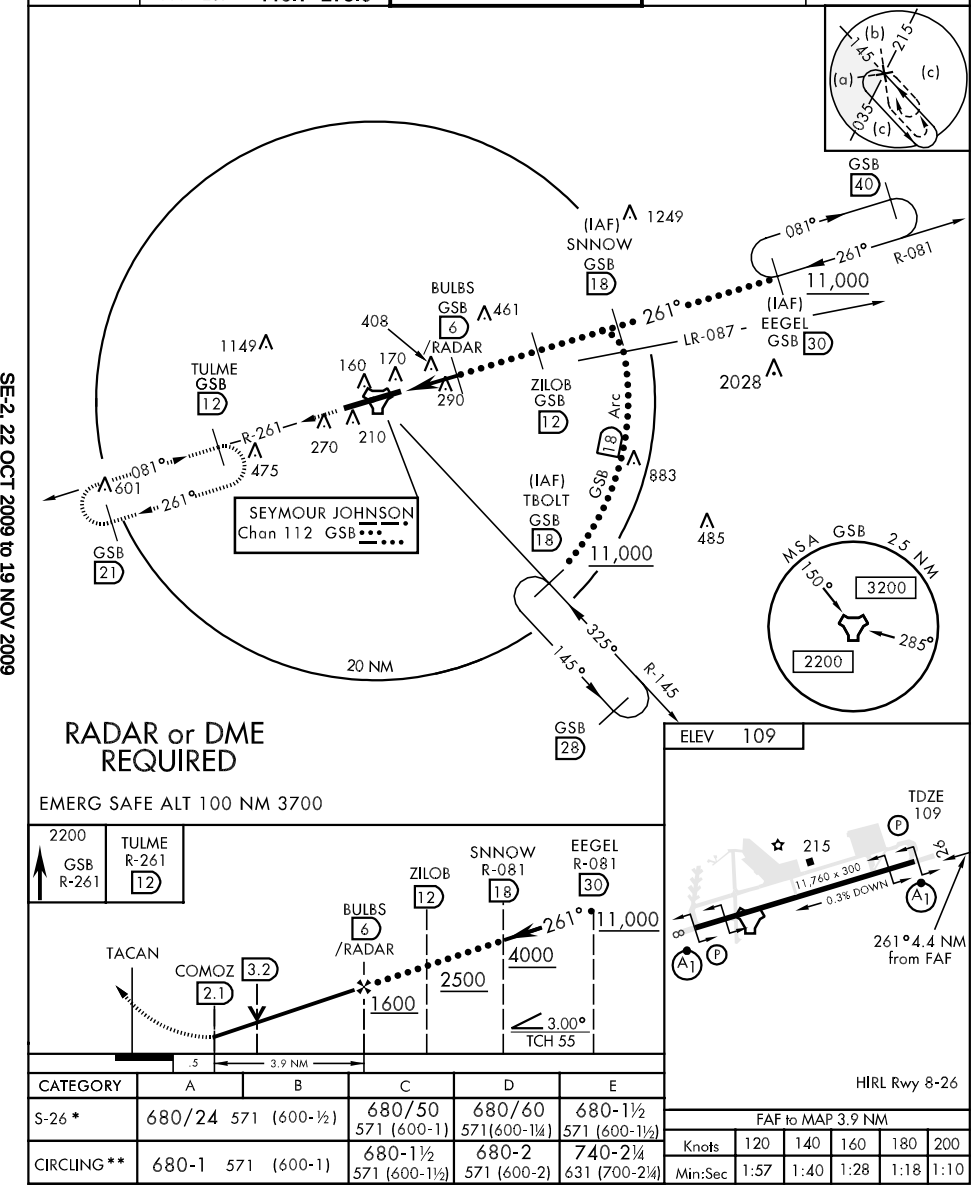
SEYMOUR JOHNSON AFB (KGSB)

* When ALS inop, increase CAT AB RVR to 50 and vis to 1mile, CAT C vis to 1½ miles, CAT D vis to 1¾ miles, CAT E vis to 2 miles.
** Circling N of Rwy 8-26 not authorized.

ALSF-1

MISSED APPROACH: Climb to 2200 via GSB R-261 to 12 DME (TULME) and hold.

ATIS ★	SEYMOUR JOHNSON APP CON	SEYMOUR JOHNSON TOWER ★	GND CON	CLNC DEL
317.625	258°-110° 123.7 290.9 111°-257° 119.7 273.6	126.25 370.875	138.1 275.8	128.025 270.8



RADAR or DME REQUIRED

EMERG SAFE ALT 100 NM 3700

CATEGORY	A	B	C	D	E
S-26 *	680/24 571 (600-½)		680/50 571 (600-1)	680/60 571(600-1¼)	680-1½ 571 (600-1½)
CIRCLING **	680-1 571 (600-1)		680-1½ 571 (600-1½)	680-2 571 (600-2)	740-2¼ 631 (700-2¼)

HIRL Rwy 8-26

FAF to MAP 3.9 NM					
Knots	120	140	160	180	200
Min:Sec	1:57	1:40	1:28	1:18	1:10

ILS RWY 8

LOC I-GSB	APCH CRS	Rwy ldg 11,760 / TDZE 73 / Arpt Elev 109
109.3	081°	

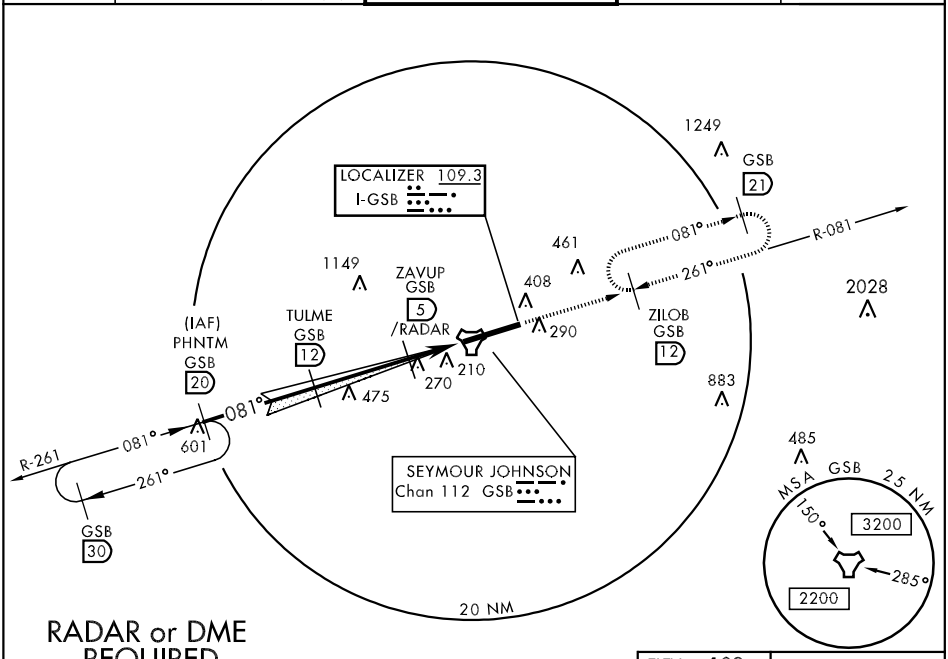
AL-169 [USAF] SEYMOUR JOHNSON AFB (KGSB)

* When ALS inop, increase CAT C vis to 1½ miles, CAT DE vis to 1¾ miles
** Circling N of Rwy 8-26 not authorized.

ALSF-1

MISSED APPROACH: Climb to 2300 via GSB R-081 to 12 DME (ZILOB) and hold.

ATIS ★	SEYMOUR JOHNSON APP CON	SEYMOUR JOHNSON TOWER ★	GND CON	CLNC DEL
317.625	258°-110° 123.7 290.9 111°-257° 119.7 273.6	126.25 370.875	138.1 275.8	128.025 270.8

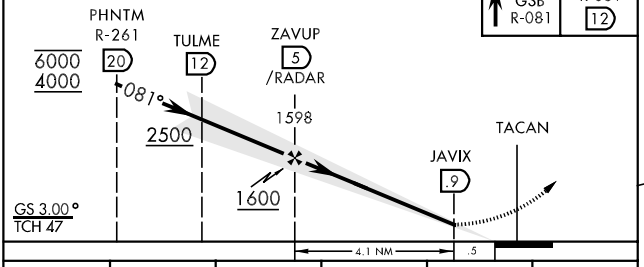


RADAR or DME REQUIRED

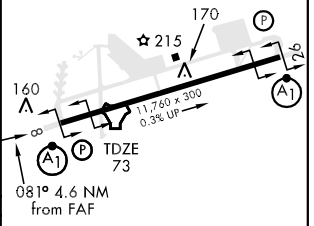
EMERG SAFE ALT 100 NM 3700

PAPI and Glideslope not coincidental.

2300 GSB R-081 — ZILOB R-081 12



ELEV 109



CATEGORY	A	B	C	D	E
S-ILS 8	334/50		261	(300-1)	
S-LOC 8 ★	600/50	527	(500-1)	600/60 527	(500-1¼)
CIRCLING **	660/1 551	(600-1)	660-1½ 551 (600-1½)	660-2 551 (600-2)	740-2¼ 631 (700-2¼)

HIRL Rwy 8-26

FAF to MAP 4.1 NM

Knots	60	90	120	150	180
Min:Sec	4:06	2:44	2:03	1:38	1:22

SE-2, 22 OCT 2009 to 19 NOV 2009

GOLDSBORO, NORTH CAROLINA

ILS RWY 26

LOC I-DDX	APCH CRS	Rwy ldg 11,760 TDZE 109 Arpt Elev 109
109.9	261°	

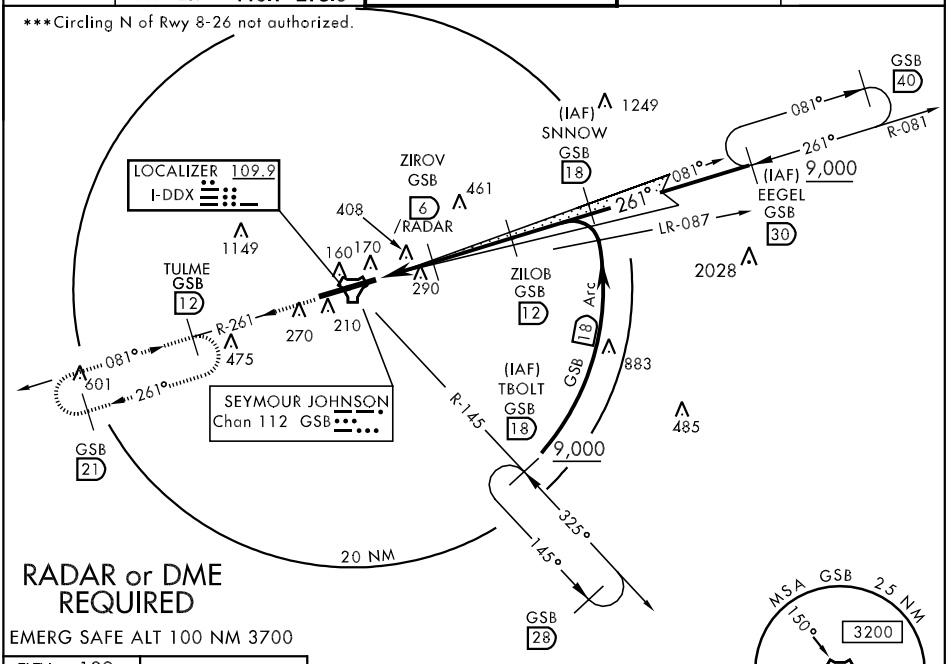
AL-169 [USAF] SEYMOUR JOHNSON AFB (KGSB)

* When ALS inop, increase RVR to 40 and vis to ¾ mile.
** When ALS inop, increase CAT AB RVR to 50 and vis to 1mile, CAT C vis to 1½ miles, CAT D vis to 1¾ miles, CAT E vis to 2 miles.

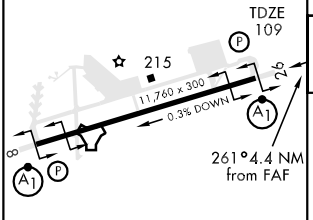
ALSF-1

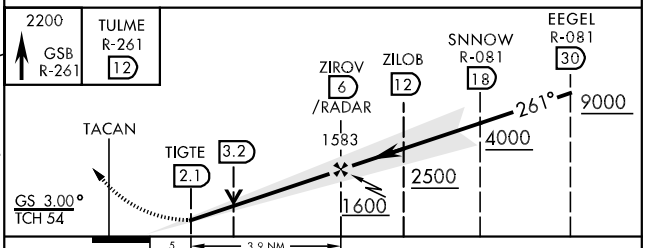
MISSED APPROACH: Climb to 2200 via GSB R-261 to 12 DME (TULME) and hold.

ATIS ★	SEYMOUR JOHNSON APP CON	SEYMOUR JOHNSON TOWER ★	GND CON	CLNC DEL
317.625	258°-110° 123.7 290.9 111°-257° 119.7 273.6	126.25 370.875	138.1 275.8	128.025 270.8



ELEV 109





CATEGORY	A	B	C	D	E
S-ILS 26 *	309/24		200		(200-½)
S-LOC 26**	680/24 571 (600-½)		680/50 571 (600-1)	680/60 571 (600-1¼)	680-1½ 571 (600-1½)
CIRCLING***	680-1 571 (600-1)		680-1½ 571 (600-1½)	680-2 571 (600-2)	740-2¼ 631(700-2¼)

HIRL Rwy 8-26

FAF to MAP 3.9 NM

Knots	60	90	120	150	180
Min:Sec	3:54	2:36	1:57	1:34	1:18

SE-2, 22 OCT 2009 to 19 NOV 2009

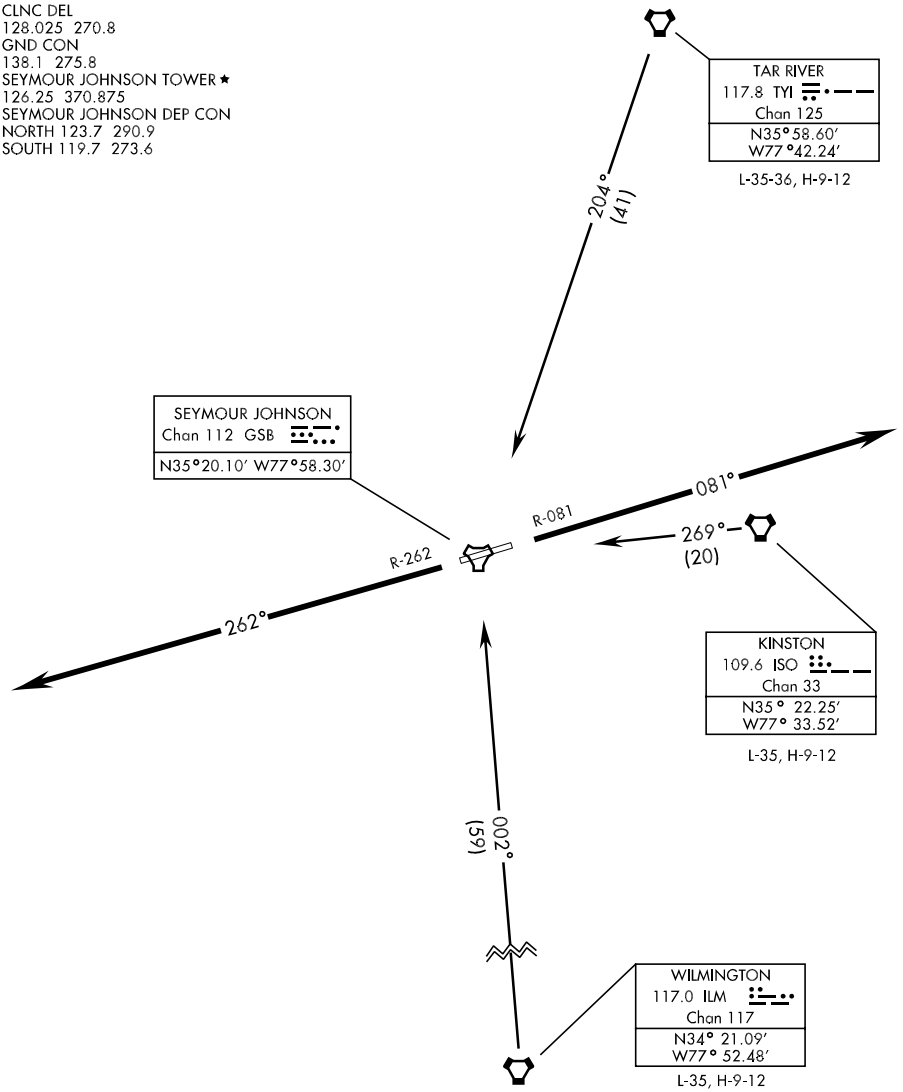
GOLDSBORO, NORTH CAROLINA 35°20'N-77°58'W SEYMOUR JOHNSON AFB (KGSB)
09015

NEUSE-THREE DEPARTURE (NEUSE3•GSB)

GOLDSBORO, NORTH CAROLINA

ATIS★ 317.625
CLNC DEL
128.025 270.8
GND CON
138.1 275.8
SEYMOUR JOHNSON TOWER★
126.25 370.875
SEYMOUR JOHNSON DEP CON
NORTH 123.7 290.9
SOUTH 119.7 273.6

SHL-169 [USAF]



DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 8: Track outbound on GSB R-081 until passing 2500′, then turn right/left on course climbing to assigned altitude.

TAKE-OFF RWY 26: Track outbound on GSB R-262 until passing 2500′, then turn right/left on course climbing to assigned altitude.

NEUSE-THREE DEPARTURE (NEUSE3•GSB)

GOLDSBORO, NORTH CAROLINA

TACAN RWY 8

TACAN	APCH CRS	Rwy ldg	11,760
GSB		TDZE	73
Chan 112	081°	Arpt Elev	109

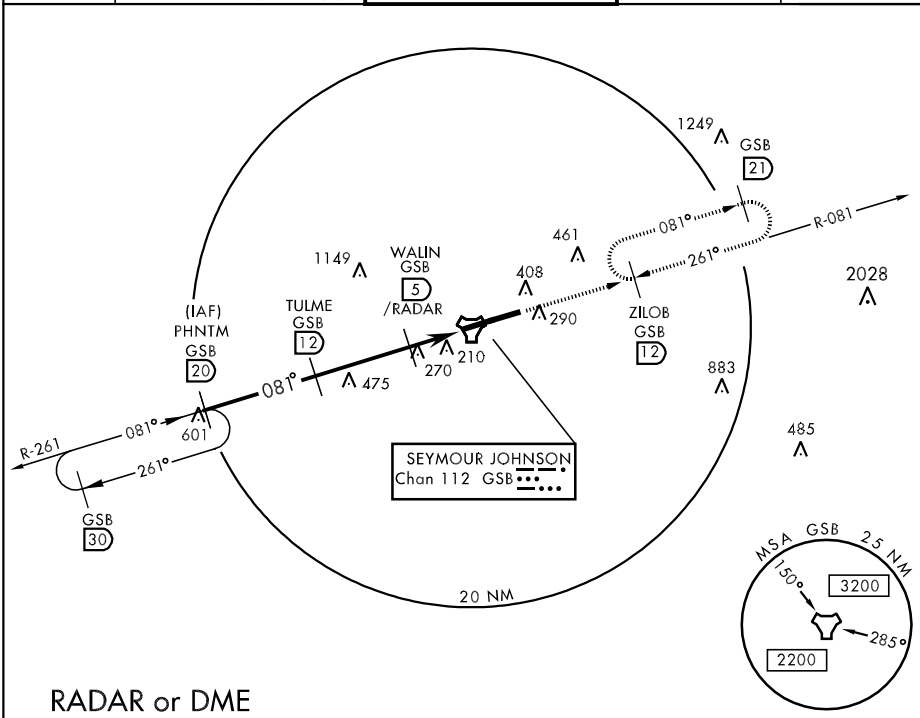
AL-169 [USAF] SEYMOUR JOHNSON AFB (KGSB)

* When ALS inop, increase CAT C vis to 1½ miles, CAT D vis to 1¾ miles, CAT E vis to 2 miles.
** Circling N of Rwy 8-26 not authorized.

ALSF-1

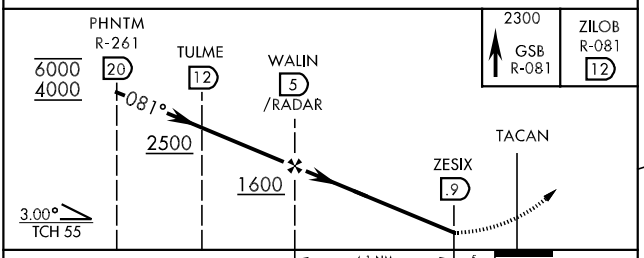
MISSED APPROACH: Climb to 2300 via GSB R-081 to 12 DME (ZILOB) and hold.

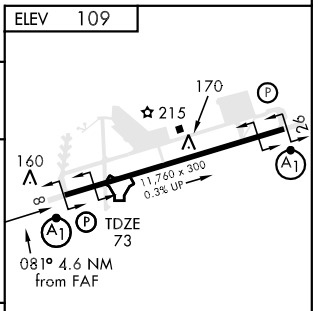
ATIS ★	SEYMOUR JOHNSON APP CON	SEYMOUR JOHNSON TOWER ★	GND CON	CLNC DEL
317.625	258°-110° 123.7 290.9 111°-257° 119.7 273.6	126.25 370.875	138.1 275.8	128.025 270.8



RADAR or DME REQUIRED

EMERG SAFE ALT 100 NM 3700





HIRL Rwy 8-26

CATEGORY	A	B	C	D	E
S-8 *	620/50	547	(600-1)	620-1¼ 547(600-1¼)	620-1½ 547(600-1½)
CIRCLING **	660-1	551 (600-1)	660-1½ 551 (600-1½)	660-2 551 (600-2)	740-2¼ 631 (700-2¼)

FAF to MAP 4.1 NM

Knots	60	90	120	150	180
Min:Sec	4:06	2:44	2:03	1:38	1:22

SE-2, 22 OCT 2009 to 19 NOV 2009

TACAN RWY 26

TACAN	APCH CRS	Rwy ldg	TDZE	Arpt Elev
GSB Chan 112	261°	11,760	109	109

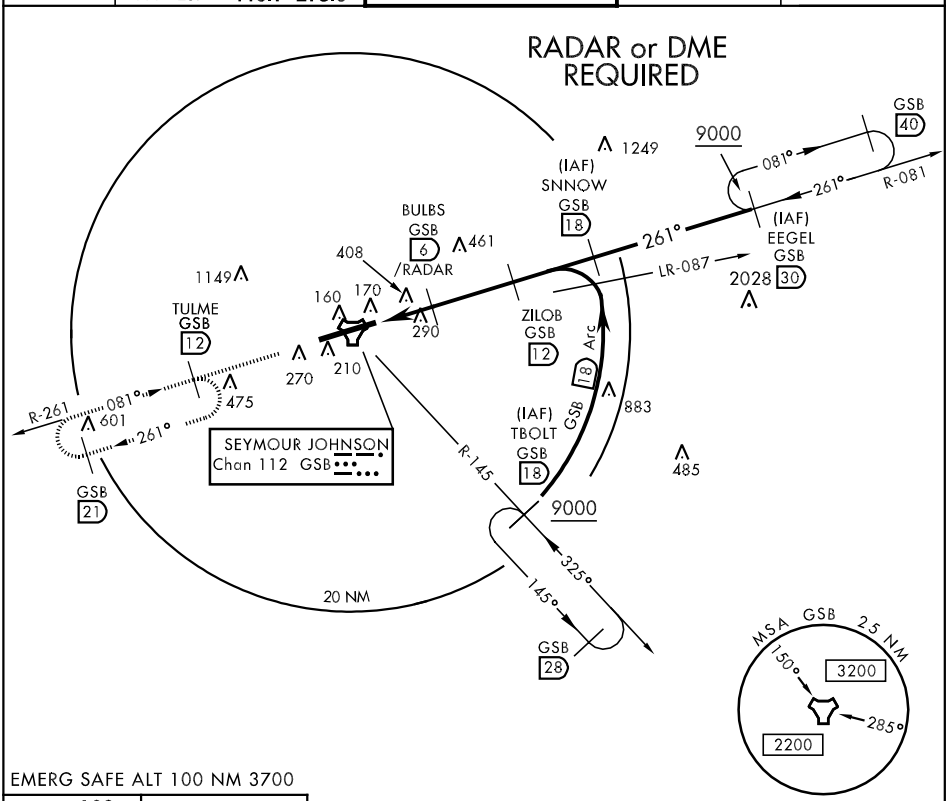
AL-169 [USAF] SEYMOUR JOHNSON AFB (KGSB)

* When ALS inop, increase CAT AB RVR to 50 and vis to 1mile, CAT C vis to 1½ miles, CAT D vis to 1¾ miles, CAT E vis to 2 miles.
** Circling N of Rwy 8-26 not authorized.

ALSF-1

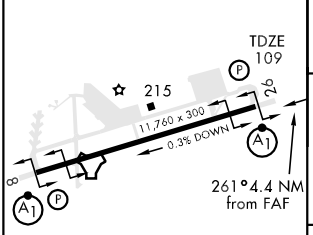
MISSED APPROACH: Climb to 2200 via GSB R-261 to 12 DME (TULME) and hold.

ATIS ★	SEYMOUR JOHNSON APP CON	SEYMOUR JOHNSON TOWER ★	GND CON	CLNC DEL
317.625	258°-110° 123.7 290.9 111°-257° 119.7 273.6	126.25 370.875	138.1 275.8	128.025 270.8

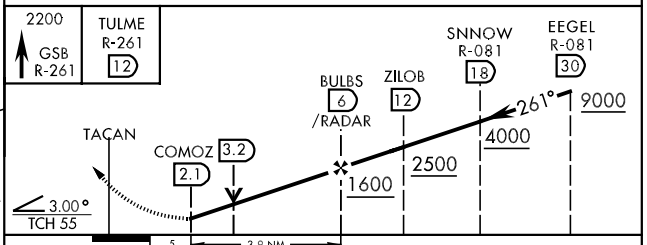


EMERG SAFE ALT 100 NM 3700

ELEV 109



HIRL Rwy 8-26



FAF to MAP 3.9 NM					
Knots	60	90	120	150	180
Min:Sec	3:54	2:36	1:57	1:34	1:18

CATEGORY	A	B	C	D	E
S- 26*	680/24 571 (600-½)		680/50 571(600-1)	680/60 571 (600-1¼)	680-1½ 571 (600-1½)
CIRCLING **	680-1 571 (600-1)		680-1½ 571 (600-1½)	680-2 571(600-2)	740-2¼ 631(700-2¼)

SE-2, 22 OCT 2009 to 19 NOV 2009

LOC I-UGZ	APP CRS	Rwy Idg	5499
111.9	227°	TDZE	134
		Apt Elev	134

ILS or LOC RWY 23

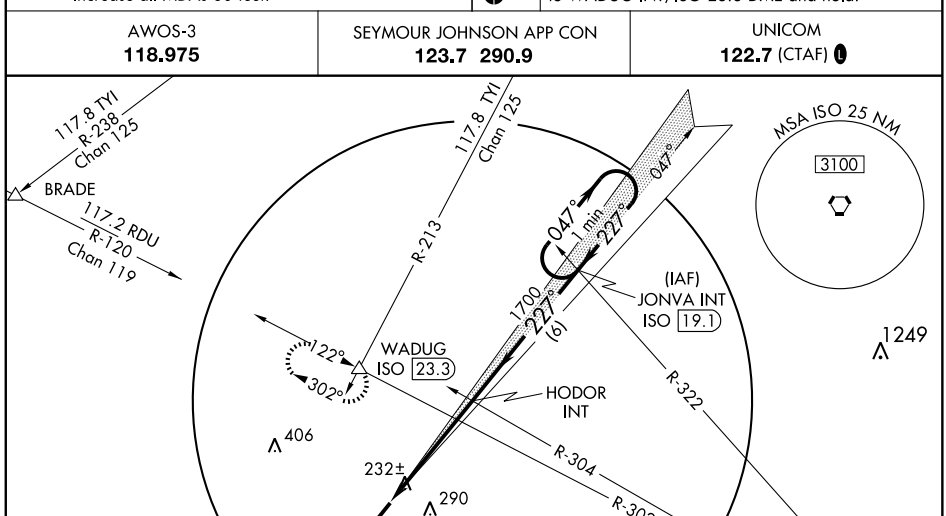
GOLDSBORO-WAYNE MUNI (GWW)

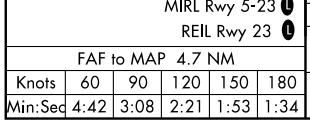
If local altimeter setting not received, use Smithfield altimeter setting and increase DA to 390 feet; increase all MDAs 60 feet.

ODALS

MISSED APPROACH: Climb to 900 then climbing right turn to 2000 via heading 040° and ISO R-302 to WADUG INT/ISO 23.3 DME and hold.

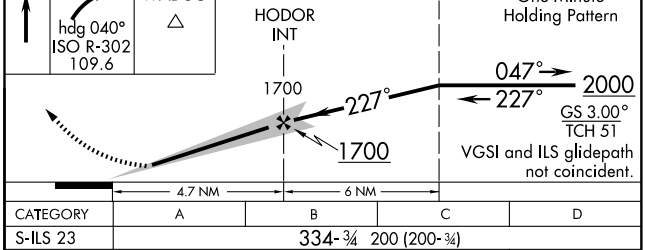
AWOS-3	SEYMOUR JOHNSON APP CON	UNICOM
118.975	123.7 290.9	122.7 (CTAF) L





FAF to MAP 4.7 NM					
Knots	60	90	120	150	180
Min:Sec	4:42	3:08	2:21	1:53	1:34

RADAR or DME REQUIRED



CATEGORY	A	B	C	D
S-ILS 23	334-¾ 200 (200-¾)			
S-LOC 23	500-¾ 366 (400-¾)			500-1¼ 366 (400-1¼)
CIRCLING	540-1 406 (500-1)	600-1 466 (500-1)	600-1½ 466 (500-1½)	700-2 566 (600-2)

SE-2, 22 OCT 2009 to 19 NOV 2009

APP CRS	Rwy ldg	5499
062°	TDZE	134
	Apt Elev	134

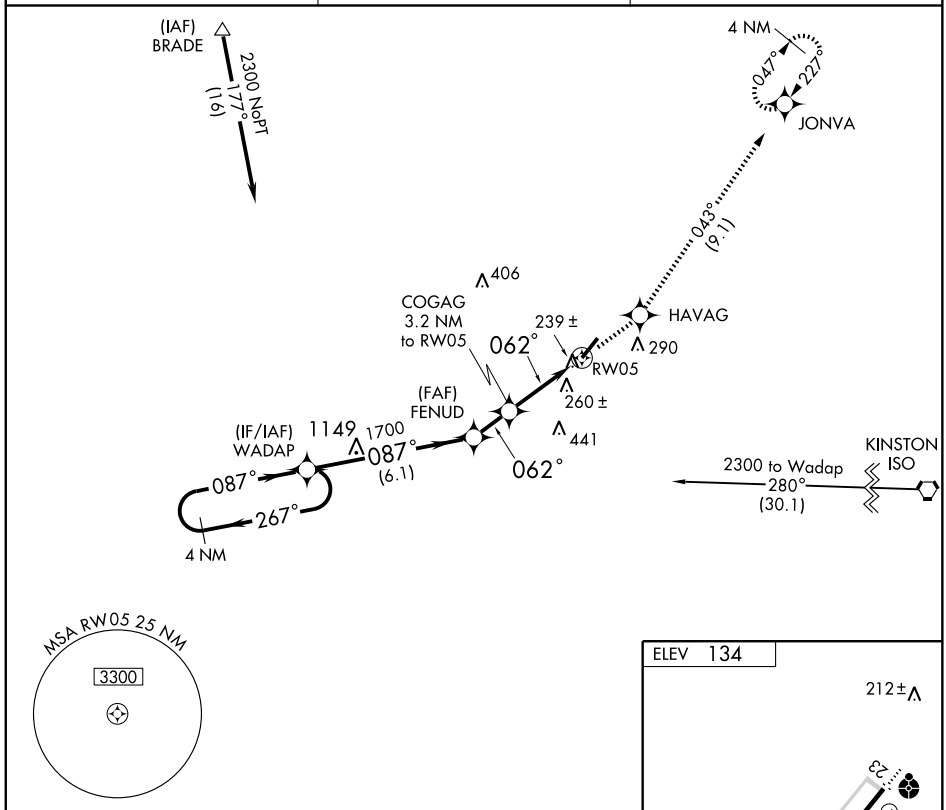
RNAV (GPS) RWY 5

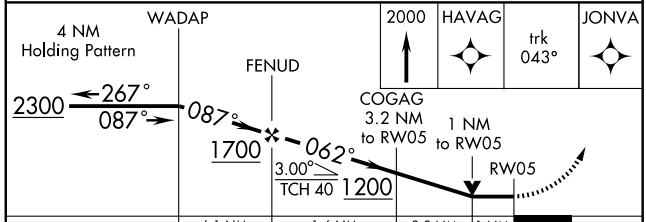
GOLDSBORO-WAYNE MUNI (GWW)

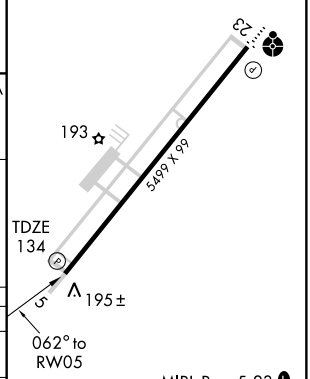
DME/DME RNP-0.3 NA.
If local altimeter setting not received, use Smithfield altimeter setting and increase all MDAs 60 feet.
VDP NA when using Smithfield altimeter setting.

MISSED APPROACH: Climb to 2000 direct HAVAG and via 043° track to JONVA and hold.

AWOS-3	SEYMOUR JOHNSON APP CON	UNICOM
118.975	123.7 290.9	122.7 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	500-1 366 (400-1)			500-1¼ 366 (400-1¼)
CIRCLING	540-1 406 (500-1)	600-1 466 (500-1)	600-1½ 466 (500-1½)	700-2 566 (600-2)

SE-2, 22 OCT 2009 to 19 NOV 2009

WAAS CH 70320 W23A	APP CRS 227°	Rwy Idg 5499 TDZE 134 Apt Elev 134

RNAV (GPS) RWY 23

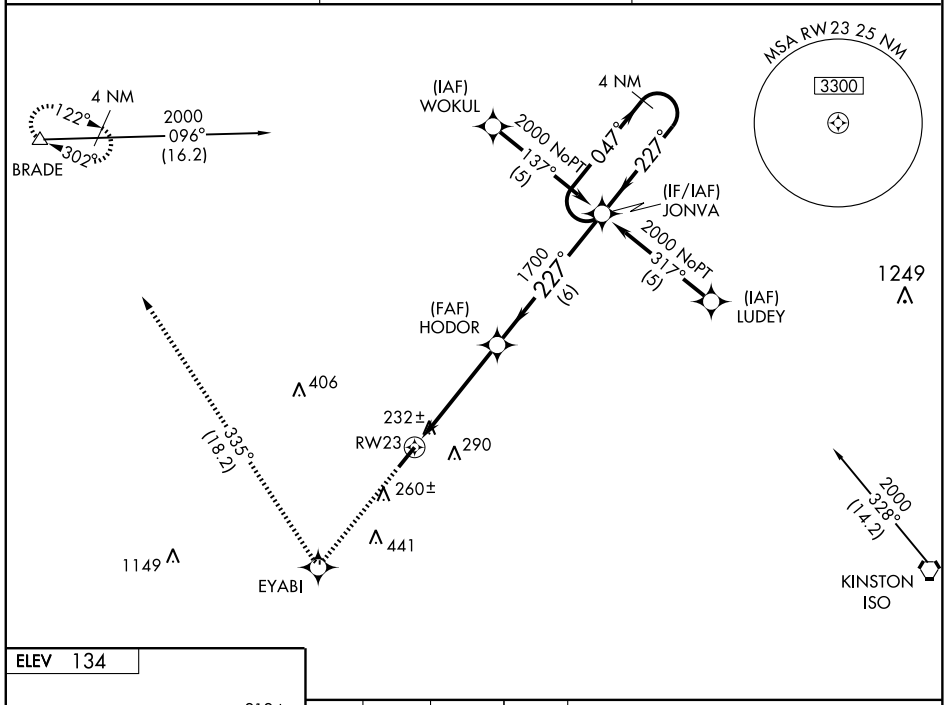
GOLDSBORO-WAYNE MUNI (GWW)

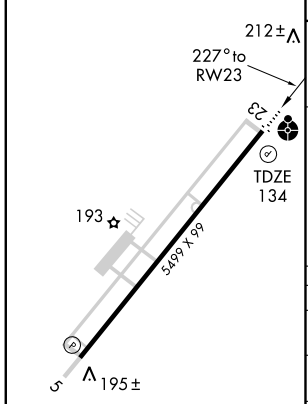
DME/DME RNP-0.3 NA.
If local altimeter setting not received, use Smithfield altimeter setting and increase DA to 510 feet; increase all MDAs 60 feet. Inoperative table does not apply to LPV.

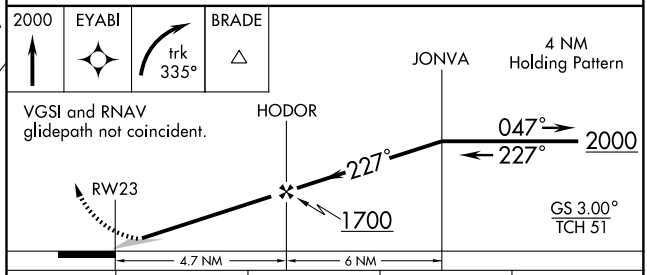
ODALS

MISSED APPROACH: Climb to 2000 direct EYABI and right turn via 335° track to BRADE and hold.

AWOS-3	SEYMOUR JOHNSON APP CON	UNICOM
118.975	123.7 290.9	122.7 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	450-1 316 (400-1)			
LNAV/VNAV DA	NA			
LNAV MDA	500-¾ 366 (400-¾)			500-1¼ 366 (400-1¼)
CIRCLING	540-1 406 (500-1)	600-1 466 (500-1)	600-1½ 466 (500-1½)	700-2 566 (600-2)

MIRL Rwy 5-23 L
REIL Rwy 23 L

SE-2, 22 OCT 2009 to 19 NOV 2009

VORTAC ISO	APP CRS	Rwy Idg	N/A
109.6	290°	TDZE	N/A
Chan 33		Apt Elev	134

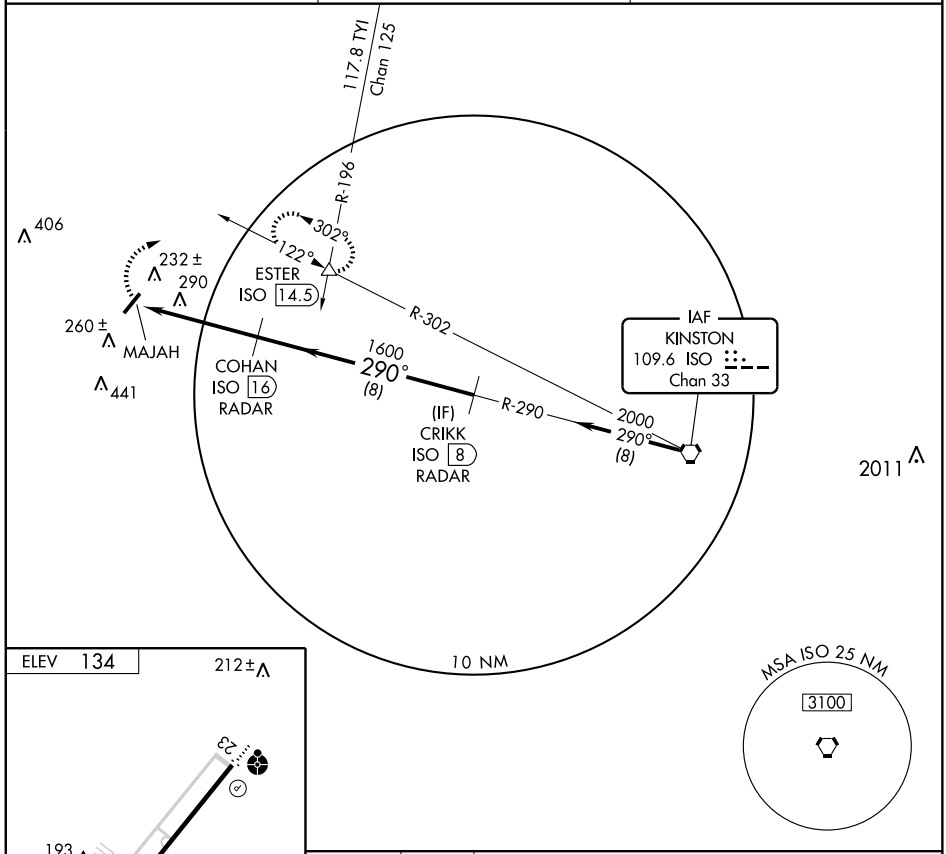
VOR-A

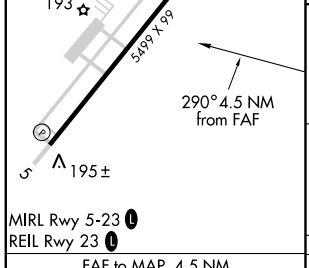
GOLDSBORO-WAYNE MUNI (GWW)

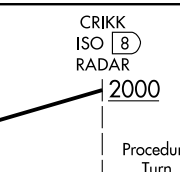
If local altimeter setting not received, use Smithfield altimeter setting and increase all MDAs 60 feet. RADAR or DME REQUIRED.

MISSED APPROACH: Climbing right turn to 2000 via heading 050° and ISO R-302 to ESTER Int and hold.

AWOS-3	SEYMOUR JOHNSON APP CON	UNICOM
118.975	123.7 290.9	122.7 (CTAF) L







MIRL Rwy 5-23 L
REIL Rwy 23 L

FAF to MAP 4.5 NM					
Knots	60	90	120	150	180
Min:Sec	4:30	3:00	2:15	1:48	1:30

CATEGORY	A	B	C	D
CIRCLING	540-1 406 (500-1)	600-1¼ 466 (500-1¼)	600-1½ 466 (500-1½)	700-2 566 (600-2)

SE-2, 22 OCT 2009 to 19 NOV 2009

09295

AIRPORT DIAGRAM

GREENSBORO/ PIEDMONT TRIAD INTL (GSO)
GREENSBORO, NORTH CAROLINA

AL-178 (FAA)

ATIS
128.55
GREENSBORO TOWER
119.1 290.325
GND CON
121.9 348.6
CLNC DEL
121.75

D

VAR 7.9° W

JANUARY 2005
ANNUAL RATE OF CHANGE
0.0° W

ELEV 856

HANGAR

36° 07′N

233.9°

9000 X 150

AIR CARGO

ELEV 886

TERMINAL

CONTROL TOWER 1020

10001 X 150

ELEV 917

053.9°

36° 06′N

FBO

FBO

NWS

HANGARS

FIELD ELEV 925

143.0°

FIRE STATION

6380 X 150

LAHSO

053.9°

10.3% DOWN

HANGARS

AIR CARGO

ELEV 900

HANGAR

0.4% UP

323.1°

ELEV 900

36° 05′N

RWY 5L-23R
S124, D170, DT240
RWY 5R-23L
S124, D170, ST175, DT240
RWY 14-32
S123, D170, ST175, DT244

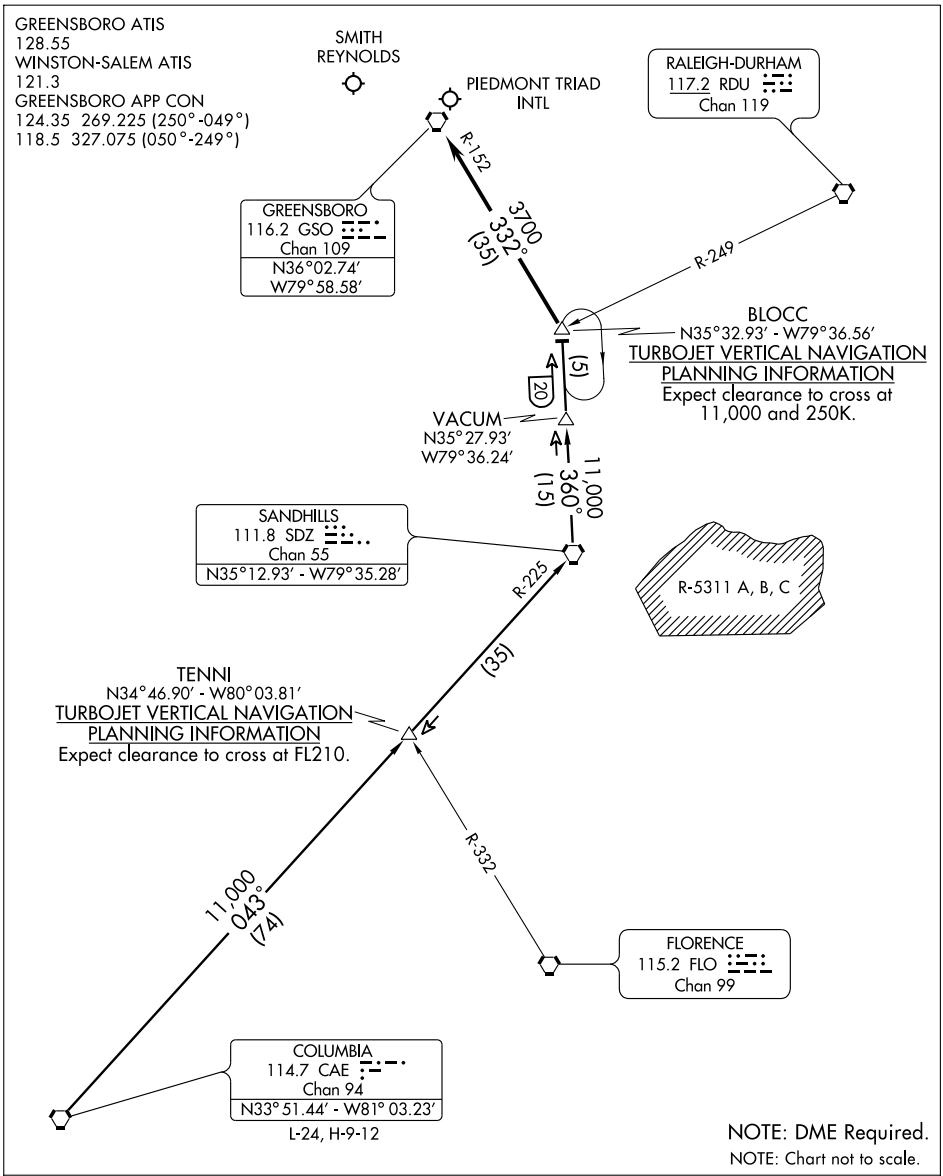
CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

79° 57′W 79° 56′W 79° 55′W

SE-2, 22 OCT 2009 to 19 NOV 2009

BLOCC ONE ARRIVAL (BLOCC.BLOCC1)

GREENSBORO, NORTH CAROLINA



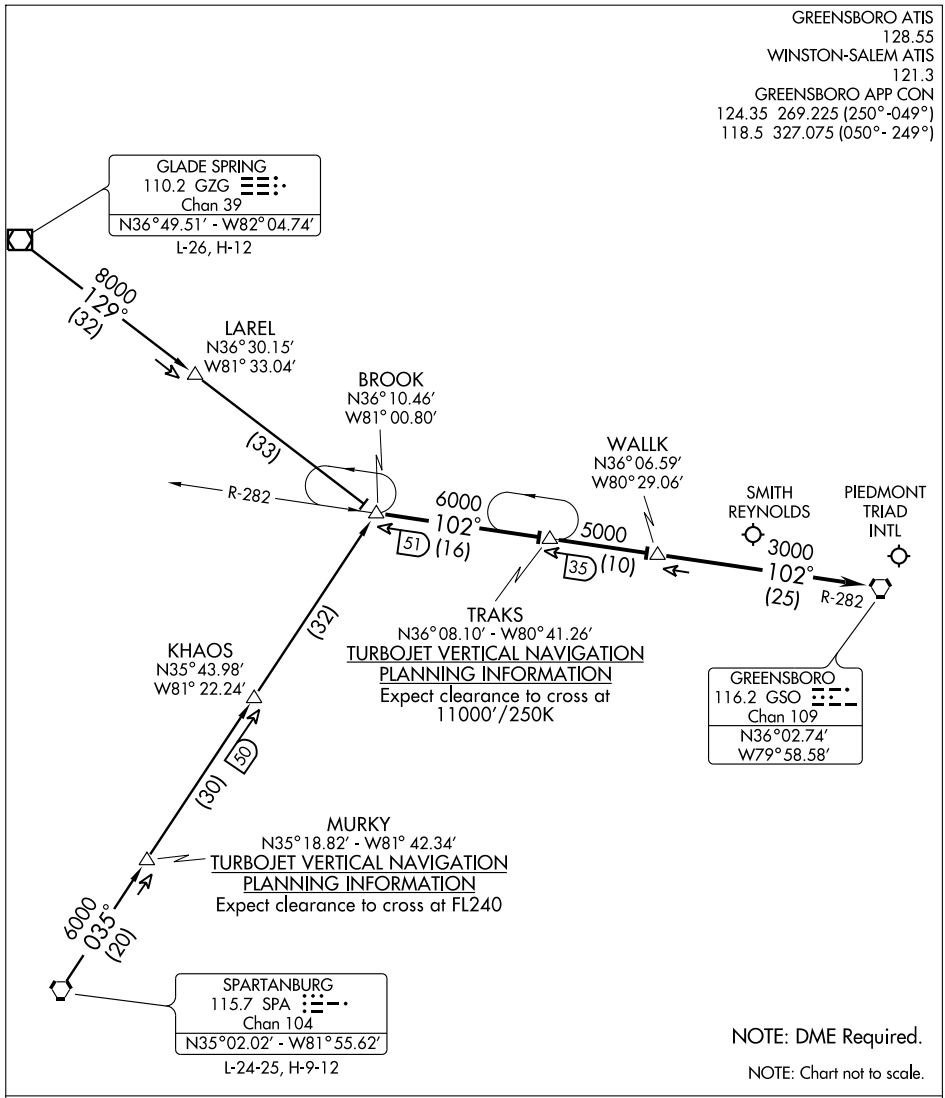
COLUMBIA TRANSITION (CAE.BLOCC1): From over CAE VORTAC via CAE R-043 and SDZ R-225 to SDZ VORTAC, then via SDZ R-360 to BLOCC INT. Thence. . . .

. . . .From over BLOCC INT via GSO R-152 to GSO VORTAC. Expect radar vectors to final approach course.

SE-2, 22 OCT 2009 to 19 NOV 2009

BROOK TWO ARRIVAL (BROOK.BROOK2)

GREENSBORO, NORTH CAROLINA



GLADE SPRING TRANSITION (GZG.BROOK2): From over GZG VOR/DME via GZG R-129 to BROOK INT. Thence. . . .

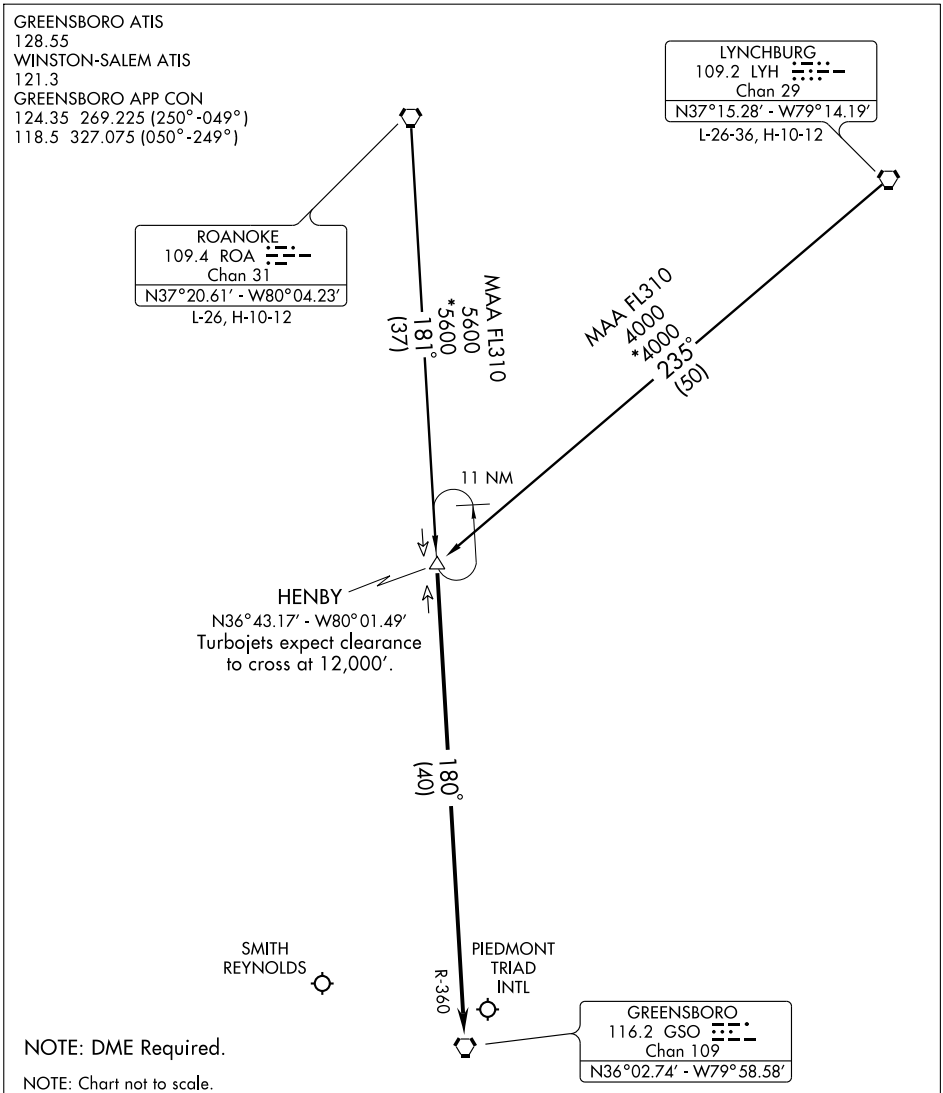
SPARTANBURG TRANSITION (SPA.BROOK2): From over SPA VORTAC via SPA R-035 to BROOK INT. Thence. . . .

. . . .From over BROOK INT via GSO R-282 to GSO VORTAC. Expect radar vectors to final approach course.

SE-2, 22 OCT 2009 to 19 NOV 2009

HENBY TWO ARRIVAL (HENBY.HENBY2)

GREENSBORO, NORTH CAROLINA



LYNCHBURG TRANSITION (LYH.HENBY2): From over LYH VORTAC via LYH R-235 to HENBY INT. Thence. . . .

ROANOKE TRANSITION (ROA.HENBY2): From over ROA VORTAC via ROA R-181 to HENBY INT. Thence. . . .

. . . .From over HENBY INT via GSO R-360 to GSO VORTAC. Expect radar vectors to final approach course.

SE-2, 22 OCT 2009 to 19 NOV 2009

LOC/DME I-LLG	APP CRS	Rwy Idg	9000
109.55	054°	TDZE	917
Chan 32(Y)		Apt Elev	926

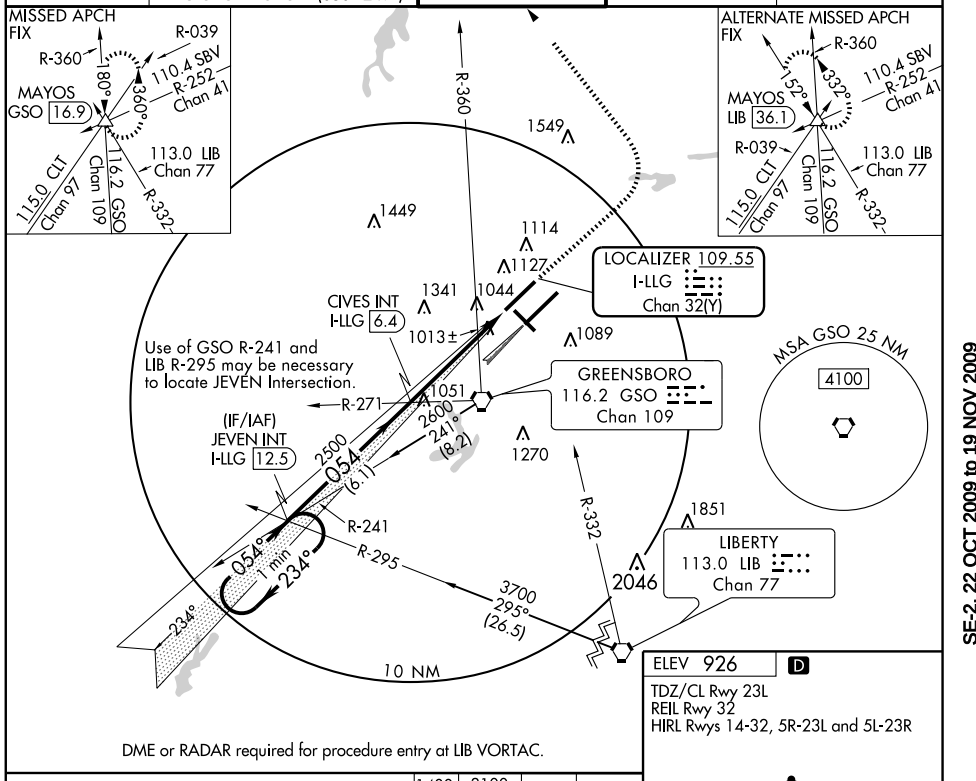
ILS or LOC RWY 5L

GREENSBORO/ PIEDMONT TRIAD INTL (GSO)

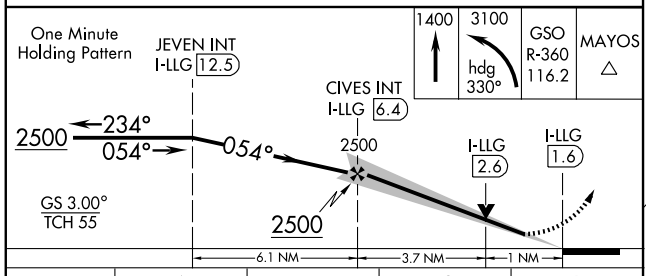
ALSF-2

MISSED APPROACH: Climb to 1400 then climbing left turn to 3100 via heading 330° and GSO VORTAC R-360 to MAYOS INT/GSO 16.9 DME and hold.

ATIS	GREENSBORO APP CON	GREENSBORO TOWER	GND CON	CLNC DEL
128.55	124.35 269.225 (250°-049°) 118.5 327.075 (050°-249°)	119.1 290.325	121.9 348.6	121.75



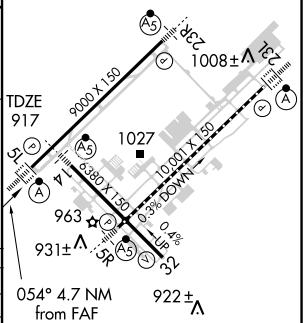
DME or RADAR required for procedure entry at LIB VORTAC.



CATEGORY	A	B	C	D
S-ILS 5L	1117/18 200 (200-½)			
S-LOC 5L	1280/24 363 (400-½)			1280/40 363 (400-¾)
CIRCLING	1440-1 514 (600-1)		1440-1½ 514 (600-1½)	1480-2 554 (600-2)

ELEV 926 D

TDZ/CL Rwy 23L
REIL Rwy 32
HIRL Rwys 14-32, 5R-23L and 5L-23R



FAF to MAP 4.7 NM					
Knots	60	90	120	150	180
Min:Sec	4:42	3:08	2:21	1:53	1:34

SE-2, 22 OCT 2009 to 19 NOV 2009

ILS or LOC RWY 5R

GREENSBORO/ PIEDMONT TRIAD INTL (GSO)

LOC/DME I-LZY	APP CRS	Rwy Idg	10001
111.9	054°	TDZE	900
Chan 56		Apt Elev	926

*RVR 1800 authorized with the use of FD or AP or HUD to DA.

MALSR

MISSED APPROACH: Climb to 1600 then climbing right turn to 3000 via heading 139° and GSO VORTAC R-108 to KIMES INT/GSO 18.8 DME and hold.

ATIS	GREENSBORO APP CON	GREENSBORO TOWER	GND CON	CLNC DEL
128.55	124.35 269.225 (250°-049°) 118.5 327.075 (050°-249°)	119.1 290.325	121.9 348.6	121.75

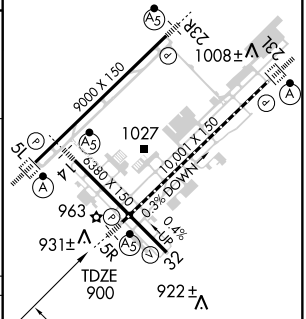
ALTERNATE MISSED APCH FIX
056° 236° R-056°
LIBERTY 113.0 LIB Chan 77

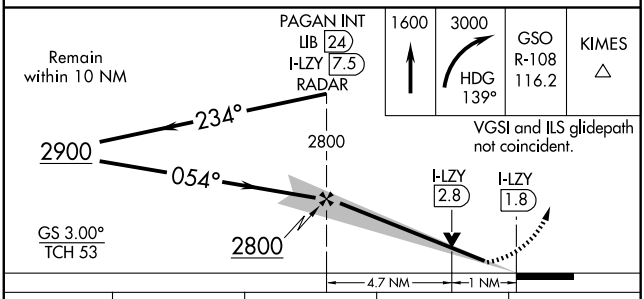
MISSED APCH FIX
R-006 110.4 SBV Chan 41
116.2 GSO R-108 Chan 109
108° 288°
R-219 113.0 LIB Chan 77
KIMES GSO 18.8

LOCALIZER 111.9 I-LZY Chan 56
10 NM
GREENSBORO 116.2 GSO Chan 109
R-108
R-247
R-305
054°
(IAF)
PAGAN INT LIB 24 I-LZY 7.5 RADAR
247° (2.9)
2900
189°
600°
234°
LIBERTY 113.0 LIB Chan 77
305° (24)
3700
1549 1449 1114 1127 1341 1044 1034 1089 1050 1142 1270 1846 2046

MSA GSO 25 NM
4100

ELEV 926 D
TDZ/CL Rwy 23L
REIL Rwy 32
HIRL Rwys 14-32, 5R-23L and 5L-23R





CATEGORY	A	B	C	D
S-ILS 5R	*1100/24 200 (200-½)			
S-LOC 5R	1300/24 400 (400-½)			1300/40 400 (400-¾)
CIRCLING	1440-1 514 (600-1)		1440-1½ 514 (600-1½)	1480-2 554 (600-2)

FAF to MAP 5.7 NM

Knots	60	90	120	150	180
Min:Sec	5:42	3:48	2:51	2:17	1:54

SE-2, 22 OCT 2009 to 19 NOV 2009

LOC I-HIH	APP CRS	Rwy Idg	9601
109.3	232°	TDZE	889
		Apt Elev	925

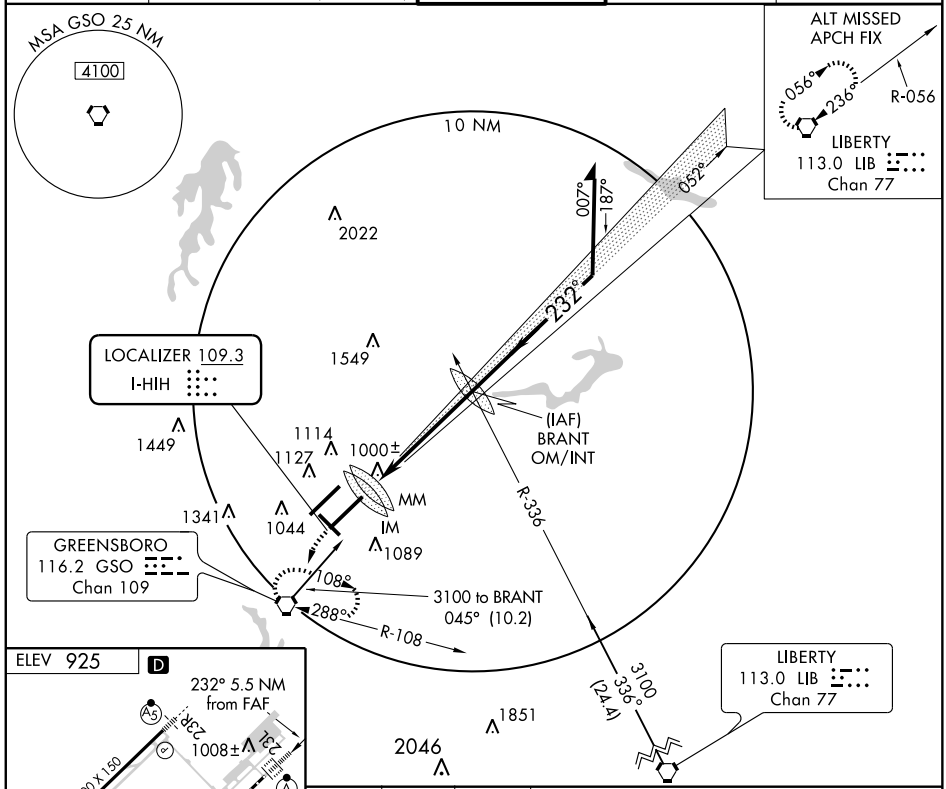
ILS or LOC RWY 23L

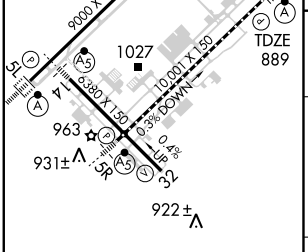
GREENSBORO/ PIEDMONT TRIAD INTL (GSO)

ALSF-2

MISSED APPROACH: Climb to 1300 then climbing left turn to 3100 direct GSO VORTAC and hold, continue climb-in-hold to 3100.

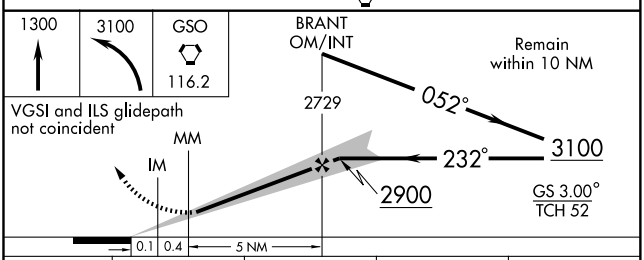
ATIS	GREENSBORO APP CON	GREENSBORO TOWER	GND CON	CLNC DEL
128.55	124.35 269.225 (250° -049°) 118.5 327.075 (050° -249°)	119.1 290.325	121.9 348.6	121.75





TDZ/CL Rwy 23L
REIL Rwy 32
HIRL Rwys 14-32, 5L-23R and 5R-23L

FAF to MAP 5.5 NM					
Knots	60	90	120	150	180
Min:Sec	5:30	3:40	2:45	2:12	1:50



CATEGORY	A	B	C	D
S-ILS 23L	1089/18 200 (200-½)			
S-LOC 23L	1260/24 371 (400-½)			1260/40 371 (400-¾)
CIRCLING	1340-1 415 (500-1)	1440-1 515 (600-1)	1440-1½ 515 (600-1½)	1480-2 555 (600-2)

SE-2, 22 OCT 2009 to 19 NOV 2009

ILS or LOC RWY 23R

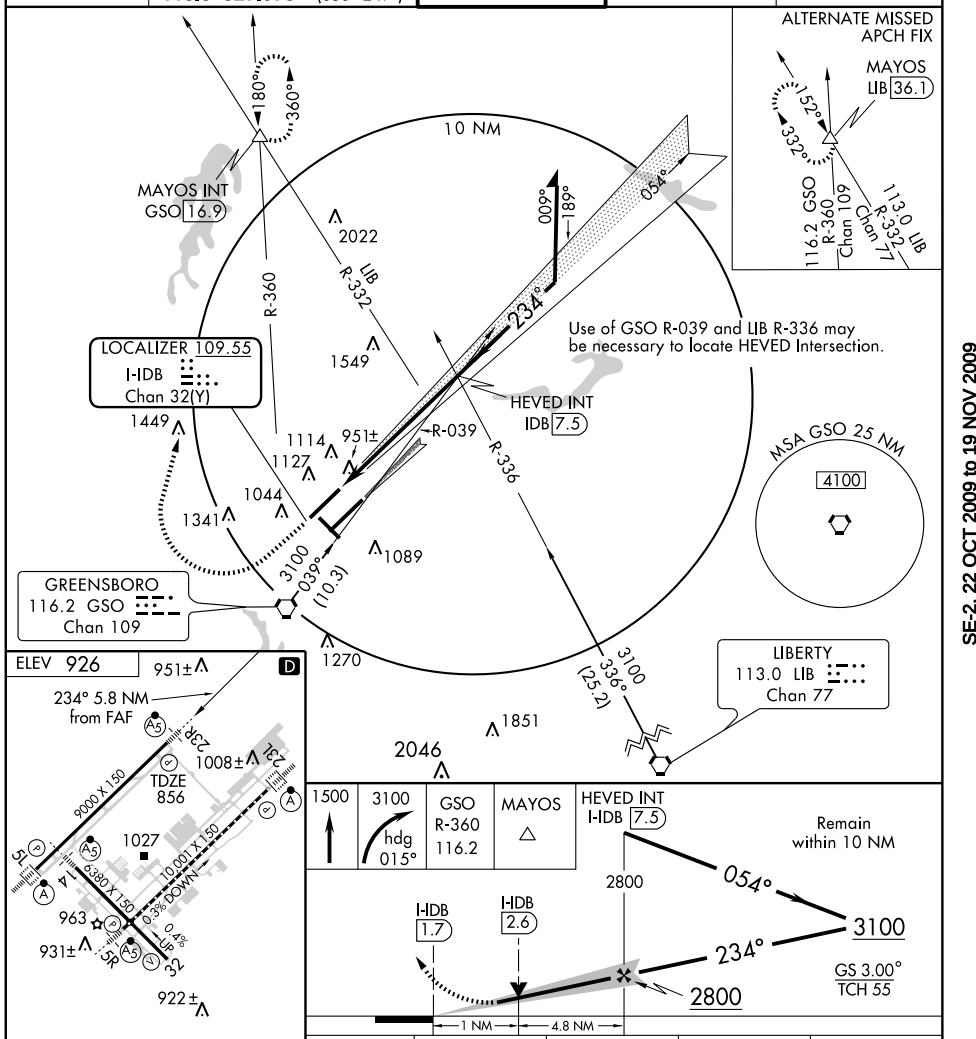
GREENSBORO/ PIEDMONT TRIAD INTL (GSO)

LOC/DME I-IDB	APP CRS	Rwy Idg	9000
109.55	234°	TDZE	856
Chan 32Y		Apt Elev	926

MALSR

MISSED APPROACH: Climb to 1500 then climbing right turn to 3100 via heading 015° and GSO VORTAC R-360 to MAYOS INT/GSO 16.9 DME and hold.

ATIS	GREENSBORO APP CON	GREENSBORO TOWER	GND CON	CLNC DEL
128.55	124.35 269.225 (250°-049°) 118.5 327.075 (050°-249°)	119.1 290.325	121.9 348.6	121.75



TDZ/CL Rwy 23L
REIL Rwy 32
HIRL Rwys 14-32, 5R-23L and 5L-23R

FAF to MAP 5.8 NM					
Knots	60	90	120	150	180
Min:Sec	5:48	3:52	2:54	2:19	1:56

CATEGORY	A	B	C	D
S-ILS 23R	1056/24 200 (200-½)			
S-LOC 23R	1220/24 364 (300-½)			1220/40 364 (300-¾)
CIRCLING	1440-1 514 (600-1)		1440-1½ 514 (600-1½)	1480-2 554 (700-2)

SE-2, 22 OCT 2009 to 19 NOV 2009

ILS RWY 5L (CAT II)

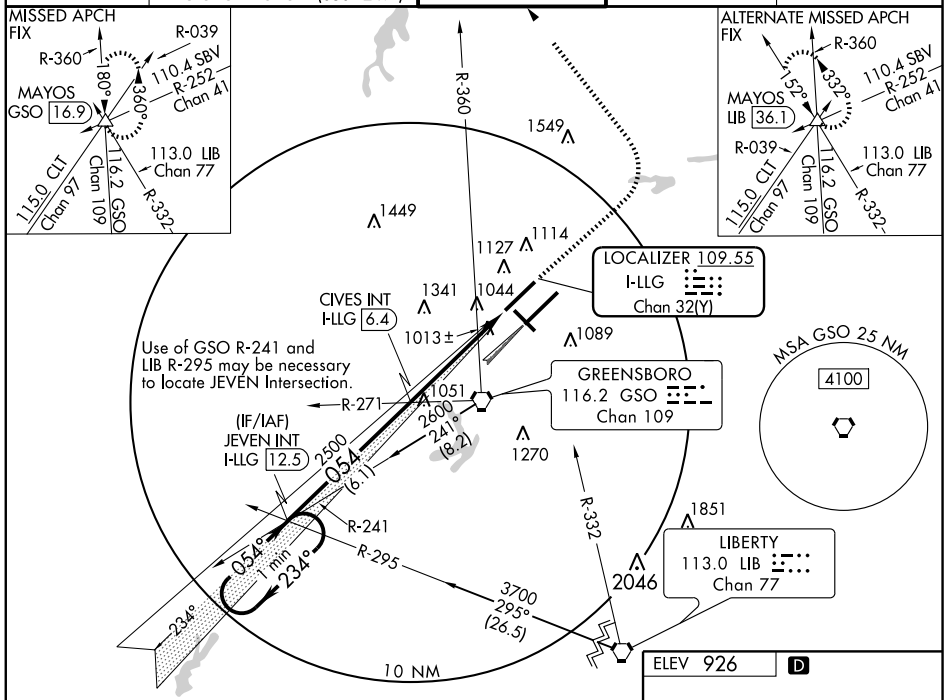
GREENSBORO/ PIEDMONT TRIAD INTL (GSO)

LOC/DME I-LLG	APP CRS	Rwy Idg	9000
109.55	054°	TDZE	917
Chan 32 (Y)		Apt Elev	926

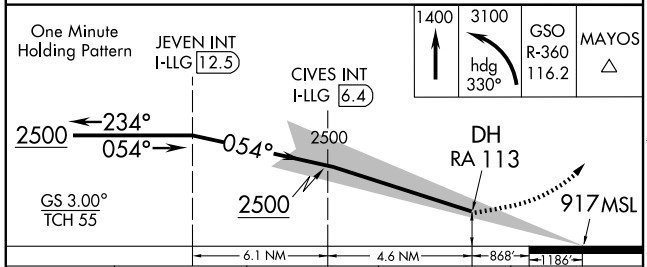
ALSF-2

MISSED APPROACH: Climb to 1400 then climbing left turn to 3100 via heading 330° and GSO VORTAC R-360 to MAYOS INT/GSO 16.9 DME and hold.

ATIS	GREENSBORO APP CON	GREENSBORO TOWER	GND CON	CLNC DEL
128.55	124.35 269.225 (250°-049°) 118.5 327.075 (050°-249°)	119.1 290.325	121.9 348.6	121.75

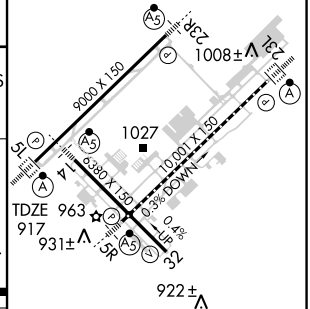


DME or RADAR required for procedure entry at LIB VORTAC.



CATEGORY	A	B	C	D
S-ILS-05L	1017/12	100 RA 113		

CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED



TDZ/CL Rwy 23L
REIL Rwy 32
HIRL Rwys 14-32, 5R-23L and 5L-23R

SE-2, 22 OCT 2009 to 19 NOV 2009

LOC/DME I-LLG	APP CRS	Rwy Idg	9000
109.55	054°	TDZE	917
Chan 32(Y)		Apt Elev	926

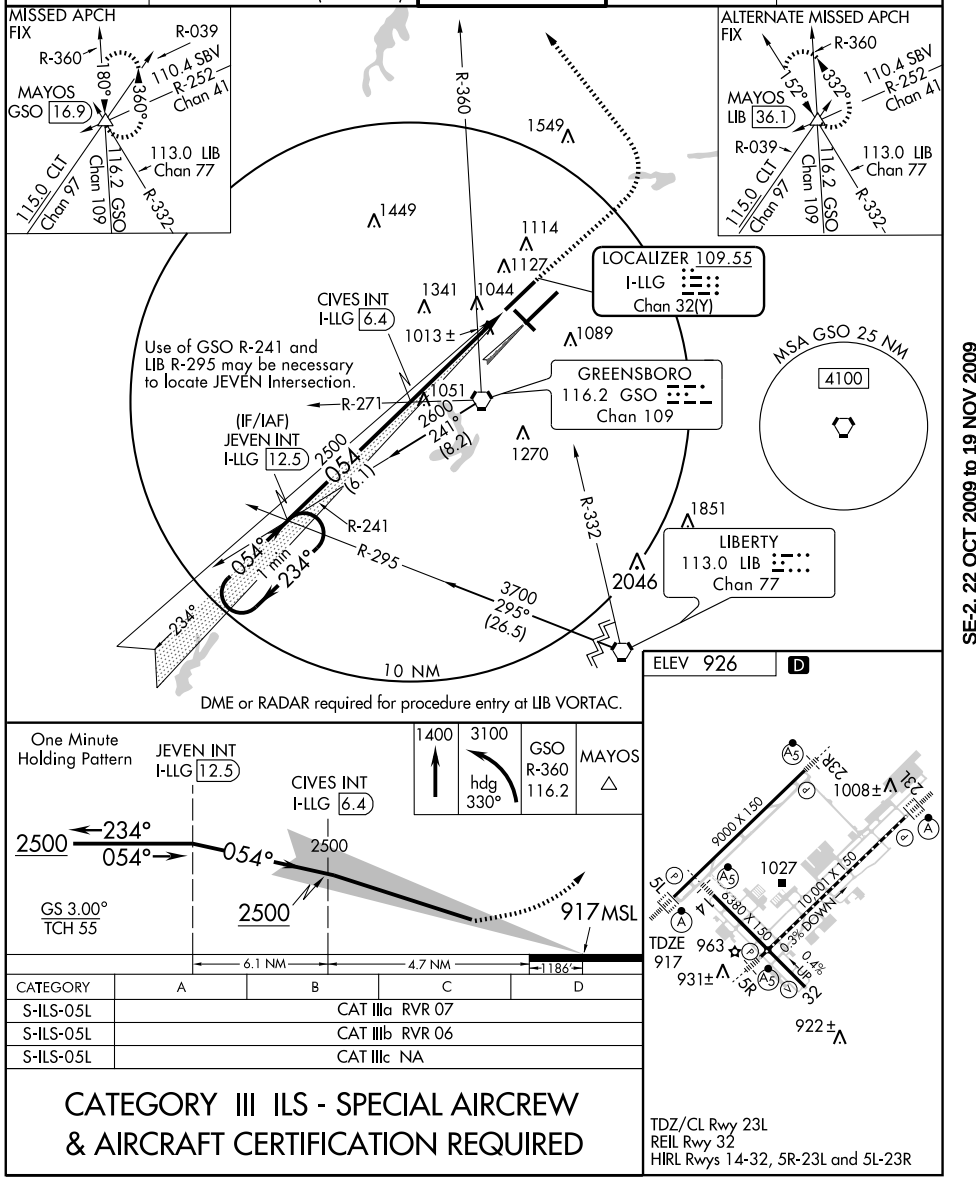
ILS RWY 5L (CAT III)

GREENSBORO/ PIEDMONT TRIAD INTL (GSO)

ALSF-2

MISSED APPROACH: Climb to 1400 then climbing left turn to 3100 via heading 330° and GSO VORTAC R-360 to MAYOS INT/GSO 16.9 DME and hold.

ATIS	GREENSBORO APP CON	GREENSBORO TOWER	GND CON	CLNC DEL
128.55	124.35 269.225 (250°-049°) 118.5 327.075 (050°-249°)	119.1 290.325	121.9 348.6	121.75



CATEGORY	A	B	C	D
S-ILS-05L	CAT IIIa RVR 07			
S-ILS-05L	CAT IIIb RVR 06			
S-ILS-05L	CAT IIIc NA			

CATEGORY III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

TDZ/CL Rwy 23L
REIL Rwy 32
HIRL Rwys 14-32, 5R-23L and 5L-23R

SE-2, 22 OCT 2009 to 19 NOV 2009

ILS RWY 5R (CAT II)

GREENSBORO/ PIEDMONT TRIAD INTL (GSO)

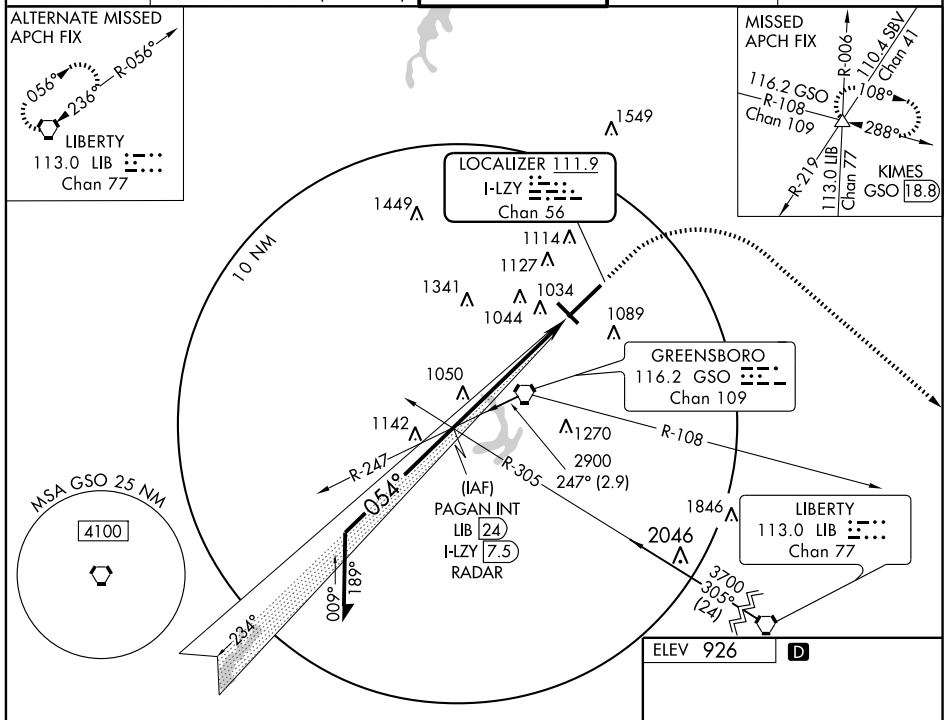
LOC/DME I-LZY	APP CRS	Rwy Idg	10001
111.9	054°	TDZE	900
Chan 56		Apt Elev	926

T * RVR 1800 authorized with the use of FD or AP or HUD to DA. Procedure does not meet ICAO standard for ALSF/TDZ/CL lighting systems. Authorization to conduct this approach requires specific OPSSPEC approval or LOA for this runway.

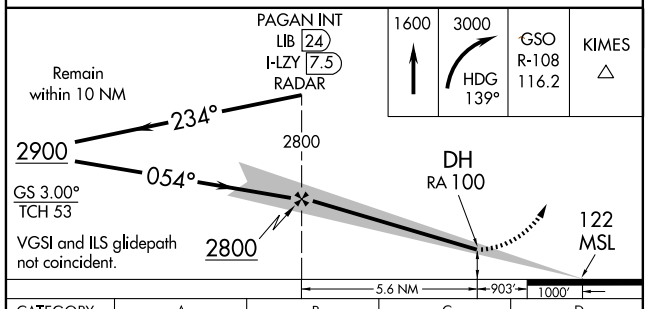
MALSR

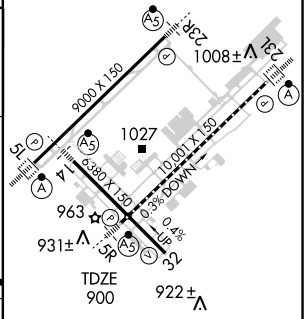
MISSED APPROACH: Climb to 1600 then climbing right turn to 3000 via heading 139° and GSO VORTAC R-108 to KIMES INT/ GSO 18.8 DME and hold.

ATIS	GREENSBORO APP CON	GREENSBORO TOWER	GND CON	CLNC DEL
128.55	124.35 269.225 (250°-049°) 118.5 327.075 (050°-249°)	119.1 290.325	121.9 348.6	121.75



ELEV 926 D





CATEGORY	A	B	C	D
S-ILS 5R	RA 122/12 100 DA 1000			

CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

TDZ/CL Rwy 23L
REIL Rwy 32
HIRL Rwys 14-32, 5R-23L and 5L-23R

SE-2, 22 OCT 2009 to 19 NOV 2009

LOC I-GSO	APP CRS	Rwy Idg	6380
109.9	141°	TDZE	926
		Apt Elev	926

ILS RWY 14

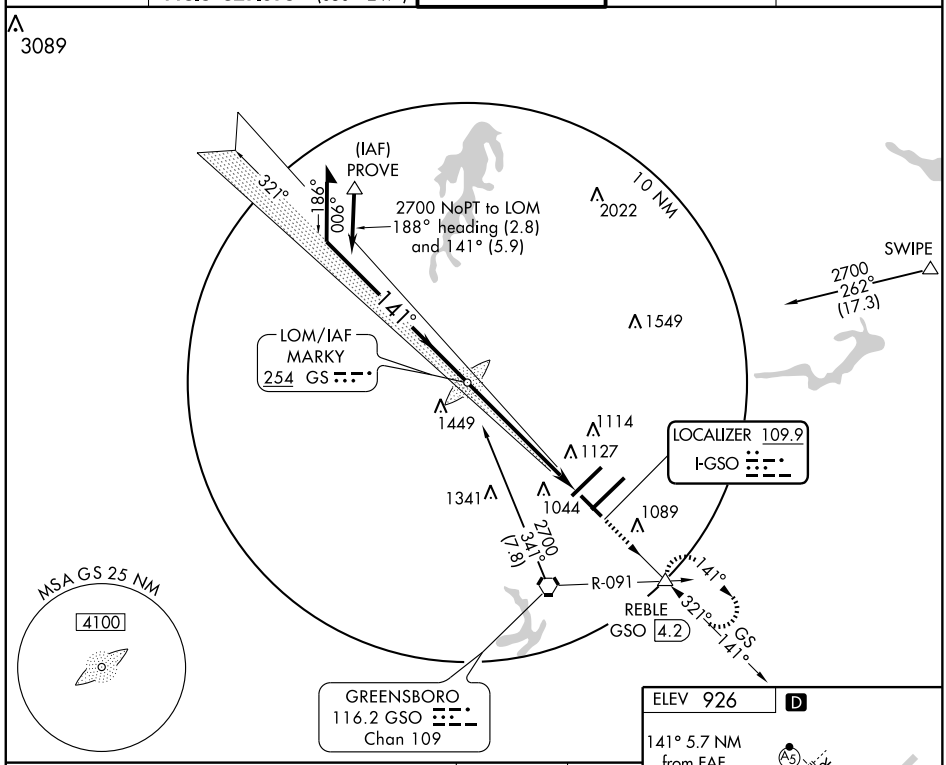
GREENSBORO/ PIEDMONT TRIAD INTL (GSO)

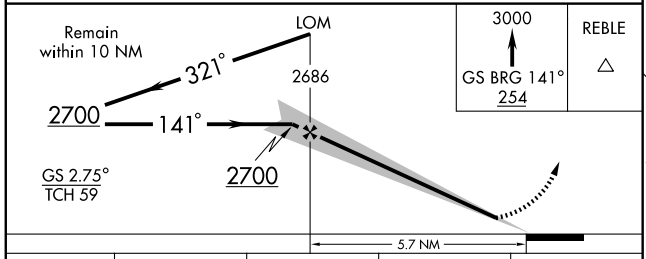
ADF OR RADAR REQUIRED

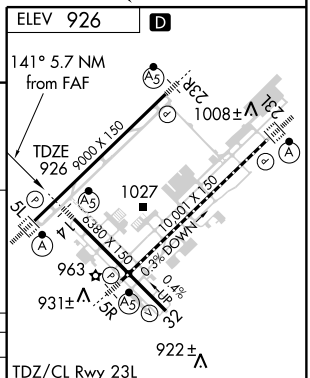
MALSR

MISSED APPROACH: Climb to 3000 via 141° bearing from GS LOM to REBLE Int and hold.

ATIS	GREENSBORO APP CON	GREENSBORO TOWER	GND CON	CLNC DEL
128.55	124.35 269.225 (250° -049°) 118.5 327.075 (050° -249°)	119.1 290.325	121.9 348.6	121.75







TDZ/CL Rwy 23L
REIL Rwy 32
HIRL Rwys 14-32, 5L-23R and 5R-23L

CATEGORY	A	B	C	D
S-ILS 14	1126/24 200 (200-½)			
S-LOC 14	1360/24 434 (500-½)		1360/40 434 (500-¾)	1360/50 434 (500-1)
CIRCLING	1360-1 434 (500-1)	1480-1 554 (600-1)	1480-1½ 554 (600-1½)	1480-2 554 (600-2)

FAF to MAP 5.7 NM

Knots	60	90	120	150	180
Min:Sec	5:42	3:48	2:51	2:17	1:54

SE-2, 22 OCT 2009 to 19 NOV 2009

LOC I-HIH	APP CRS	Rwy Idg	9601
109.3	232°	TDZE	889
		Apt Elev	925

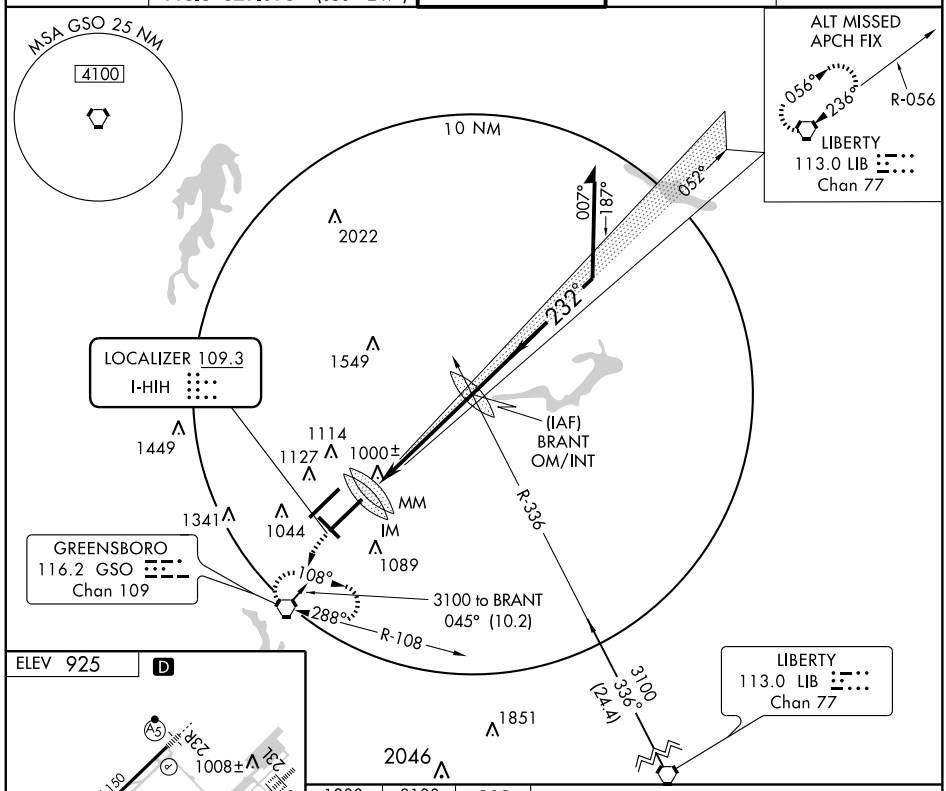
ILS RWY 23L (CAT II)

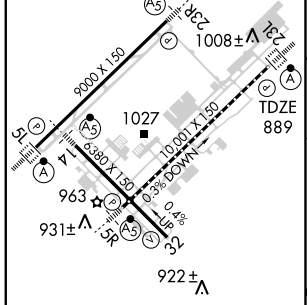
GREENSBORO/ PIEDMONT TRIAD INTL (GSO)

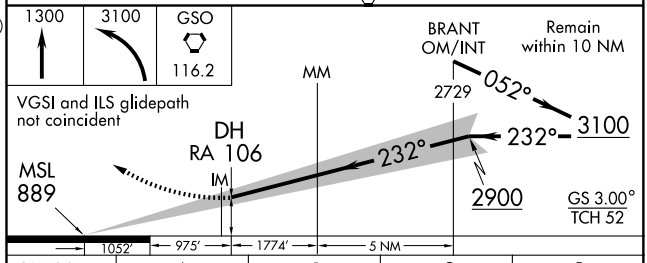
ALSF-2

MISSED APPROACH: Climb to 1300 then climbing left turn to 3100 direct GSO VORTAC and hold, continue climb-in-hold to 3100.

ATIS	GREENSBORO APP CON	GREENSBORO TOWER	GND CON	CLNC DEL
128.55	124.35 269.225 (250° -049°) 118.5 327.075 (050° -249°)	119.1 290.325	121.9 348.6	121.75







CATEGORY	A	B	C	D
S-ILS 23L	989/12 100 RA 106			

TDZ/CL Rwy 23L
REIL Rwy 32
HIRL Rwys 14-32, 5L-23R and 5R-23L

CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

SE-2, 22 OCT 2009 to 19 NOV 2009

LOM GS	APP CRS	Rwy Idg	6380
254	141°	TDZE	926
		Apt Elev	926

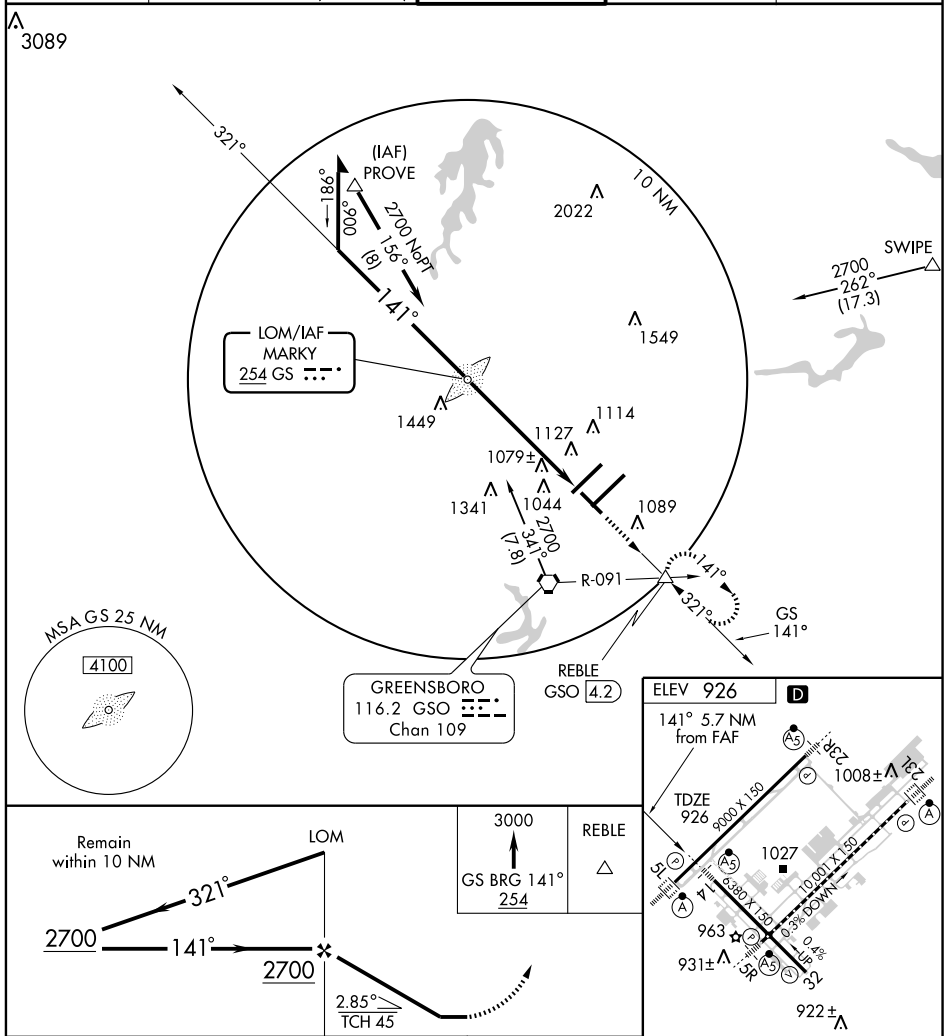
NDB RWY 14

GREENSBORO/ PIEDMONT TRIAD INTL (GSO)

MALSR

MISSED APPROACH: Climb to 3000 via 141° bearing from GS LOM to REBLE Int and hold.

ATIS	GREENSBORO APP CON	GREENSBORO TOWER	GND CON	CLNC DEL
128.55	124.35 269.225 (250° -049°) 118.5 327.075 (050° -249°)	119.1 290.325	121.9 348.6	121.75



TDZ/CL Rwy 23L
REIL Rwy 32
HIRL Rwys 14-32, 5L-23R and 5R-23L

CATEGORY	A	B	C	D
S-14	1440/40 514 (600-¾)		1440/50 514 (600-1)	1440-1½ 514 (600-1½)
CIRCLING	1440-1 514 (600-1)	1480-1 554 (600-1)	1480-1½ 554 (600-1½)	1480-2 554 (600-2)

FAF to MAP 5.7 NM

Knots	60	90	120	150	180
Min:Sec	5:42	3:48	2:51	2:17	1:54

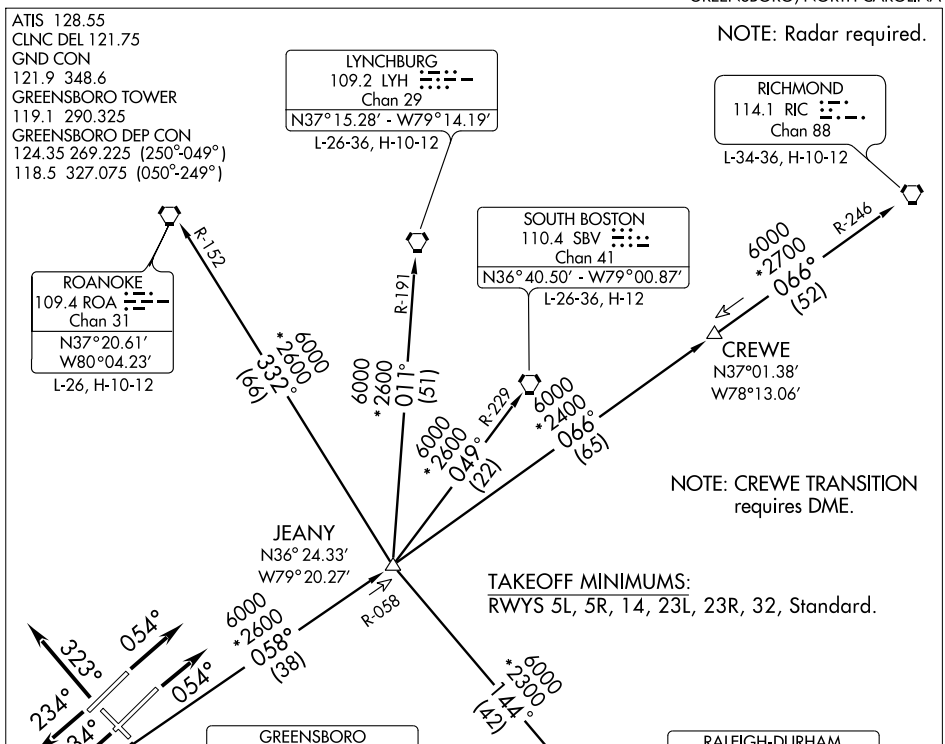
SE-2, 22 OCT 2009 to 19 NOV 2009

(QUAK3.QUAK) 09295

QUAKER THREE DEPARTURE

GREENSBORO/PIEDMONT TRIAD INTL (GSO)

GREENSBORO, NORTH CAROLINA



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 5R: Climb heading 054°. Thence....

TAKEOFF RWY 5L: Climb heading 054°. Thence....

TAKEOFF RWY 14: Climb heading 143°. Thence....

TAKEOFF RWY 23L: Climb heading 234°. Thence....

TAKEOFF RWY 23R: Climb heading 234°. Thence....

TAKEOFF RWY 32: Climb heading 323°. Thence....

TURBOJETS: Maintain 4000. TURBOPROP/PROP: Maintain 2500 or assigned altitude.

. . . . Expect vector to intercept assigned radial associated with issued transition. Proceed via the depicted radial to the transition fix then as filed. If no transition assigned, expect vector to appropriate fix. Expect filed altitude/flight level ten minutes after departure.

SE-2, 22 OCT 2009 to 19 NOV 2009

DEPARTURE ROUTE DESCRIPTION (CONTINUED)

RICHMOND TRANSITION (QUAK3.RIC): From over GSO VORTAC via GSO R-058 to JEANY INT then via GSO R-058 and RIC R-246 to CREWE DME fix. Then via RIC R-246 to RIC VORTAC.

LYNCHBURG TRANSITION (QUAK3.LYH): From over GSO VORTAC via GSO R-058 to JEANY INT then via LYH R-191 to LYH VORTAC.

RALEIGH-DURHAM TRANSITION (QUAK3.RDU): From over GSO VORTAC via GSO R-058 to JEANY INT then via RDU R-324 to RDU VORTAC.

ROANOKE TRANSITION (QUAK3.ROA): From over GSO VORTAC via GSO R-058 to JEANY INT then via ROA R-152 to ROA VORTAC.

SOUTH BOSTON TRANSITION (QUAK3.SBV): From over GSO VORTAC via GSO R-058 to JEANY INT then via SBV R-229 to SBV VORTAC.

TAKEOFF OBSTACLE NOTES:

RWY 5R: Terrain and trees beginning 3' from DER, 499' right of centerline, up to 102' AGL/981' MSL.
Trees 2751' from DER, 1191' left of centerline, 57' AGL/966' MSL.

RWY 5L: Trees beginning 1328' from DER, 524' left of centerline, up to 88' AGL/912' MSL.

RWY 14: Pole and railroad signal beginning 937' from DER, 604' right of centerline, up to 51' AGL/940' MSL.

RWY 23R: Trees beginning 1195' from DER, 191' left of centerline, up to 100' AGL/970' MSL. Utility pole 170' from DER, 540' left of centerline, 33' AGL/936' MSL.
Trees beginning 1715' from DER, 358' right of centerline, up to 100' AGL/967' MSL.

RWY 23L: Trees beginning 834' from DER, 719' left of centerline, up to 65' AGL/934' MSL.

RWY 32: Trees beginning 1' from DER, 289' right of centerline, up to 90' AGL/1019' MSL.

SE-2, 22 OCT 2009 to 19 NOV 2009

WAAS	APP CRS	Rwy Idg	9000
CH 86515	054°	TDZE	917
W05B		Apt Elev	926

RNAV (GPS) RWY 5L

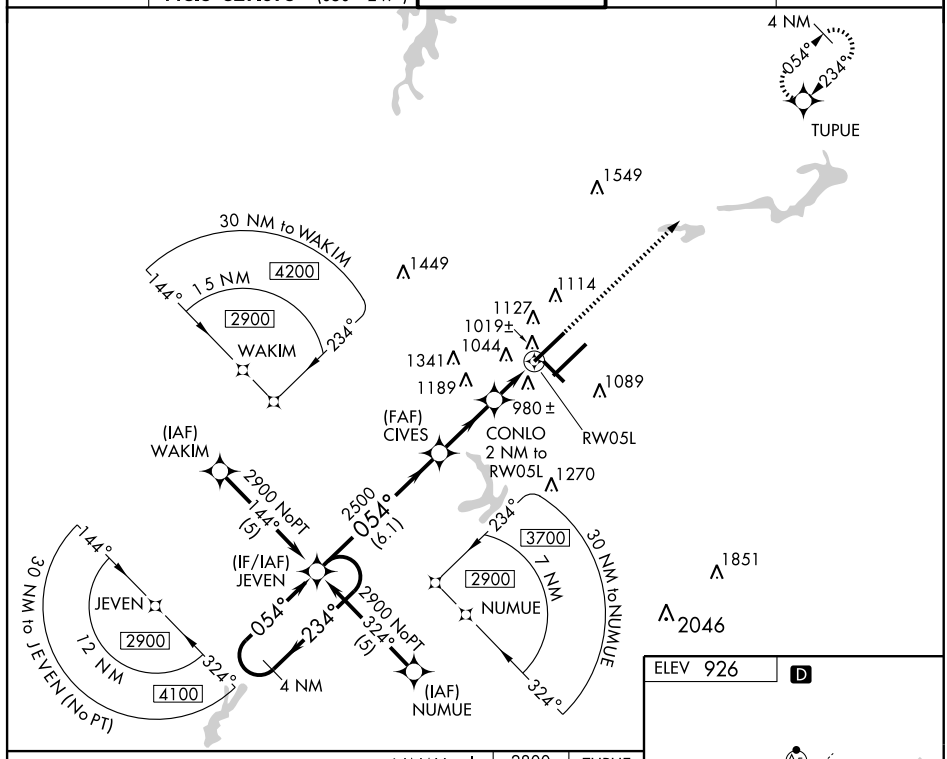
GREENSBORO/ PIEDMONT TRIAD INTL (GSO)

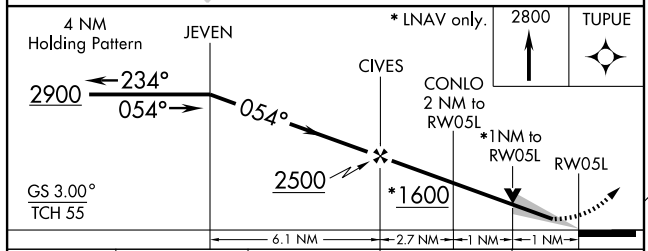
For inoperative ALSF, increase LNAV Cat. D visibility to RVR 6000. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA

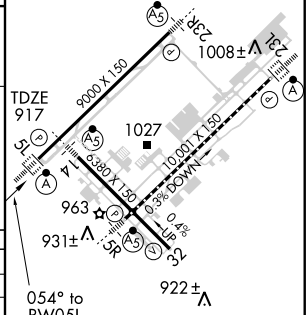
ALSF-2

MISSED APPROACH: Climb to 2800 direct TUPUE and hold.

ATIS	GREENSBORO APP CON	GREENSBORO TOWER	GND CON	CLNC DEL
128.55	124.35 269.225 (250° -049°) 118.5 327.075 (050° -249°)	119.1 290.325	121.9 348.6	121.75







CATEGORY	A	B	C	D
LPV DA	1117/24 200 (200-½)			
LNAV/ VNAV DA	1367/50 450 (500-1)			
LNAV MDA	1300/24 383 (400-½)			1300/50 383 (400-1)
CIRCLING	1440-1 514 (600-1)		1440-1½ 514 (600-1½)	1480-2 554 (600-2)

TDZ/CL Rwy 23L
REIL Rwy 32
HIRL Rwys 14-32, 5R-23L and 5L-23R

SE-2, 22 OCT 2009 to 19 NOV 2009

WAAS	APP CRS	Rwy Idg	10001
CH 53610	052°	TDZE	900
W05A		Apt Elev	925

RNAV (GPS) RWY 5R

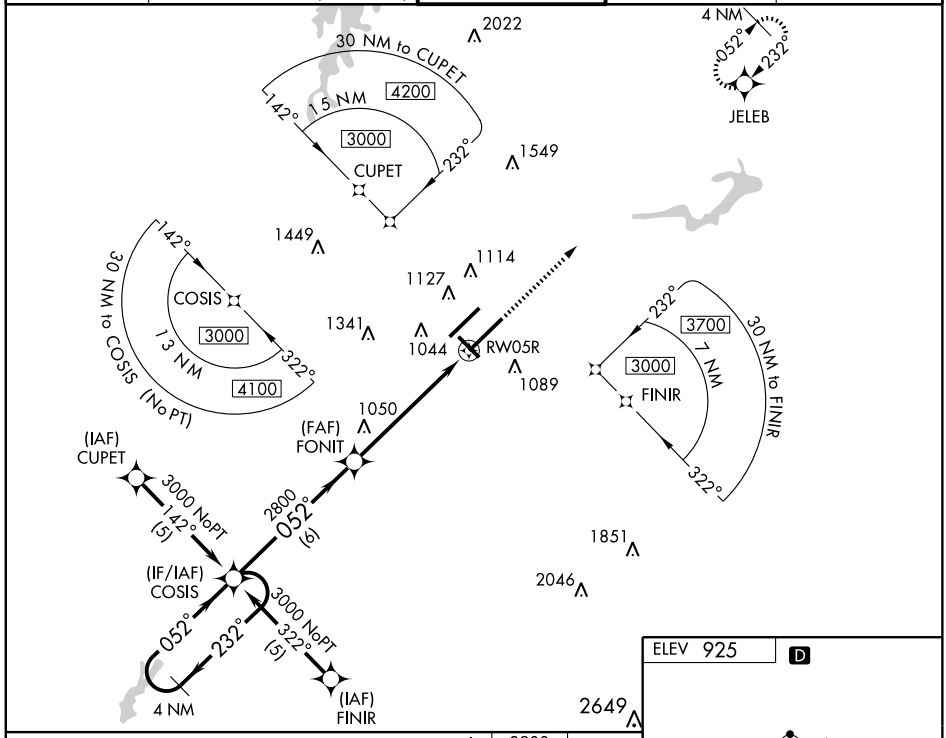
GREENSBORO/ PIEDMONT TRIAD INTL (GSO)

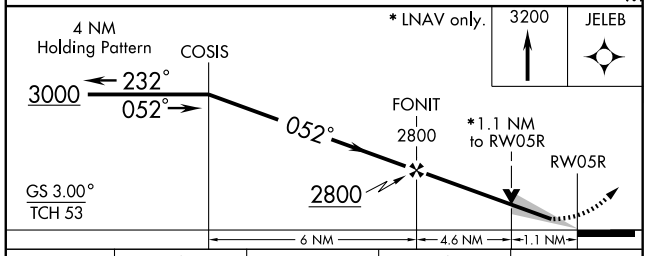
For inoperative MALSR, increase LNAV Cat. D visibility to RVR 6000. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA

MALSR

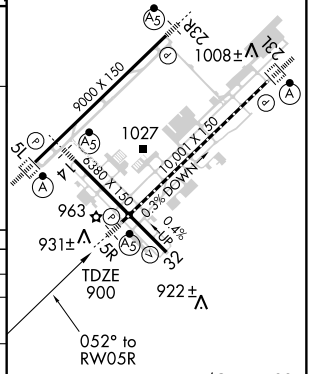
MISSED APPROACH: Climb to 3200 direct JELEB and hold.

ATIS	GREENSBORO APP CON	GREENSBORO TOWER	GND CON	CLNC DEL
128.55	124.35 269.225 (250° -049°) 118.5 327.075 (050° -249°)	119.1 290.325	121.9 348.6	121.75





CATEGORY	A	B	C	D
LPV DA	1100/24 200 (200-½)			
LNAV/ VNAV DA	1321/50 421 (400-1)			
LNAV MDA	1300/24 400 (400-½)			1300/50 400 (400-1)
CIRCLING	1340-1 415 (500-1)	1440-1 515 (600-1)	1440-1½ 515 (600-1½)	1480-2 555 (600-2)



TDZ/CL Rwy 23L
REIL Rwy 32
HIRL Rwys 14-32, 5L-23R and 5R-23L

SE-2, 22 OCT 2009 to 19 NOV 2009

APP CRS	Rwy Idg	6380
141°	TDZE	926
	Apt Elev	926

RNAV (GPS) RWY 14

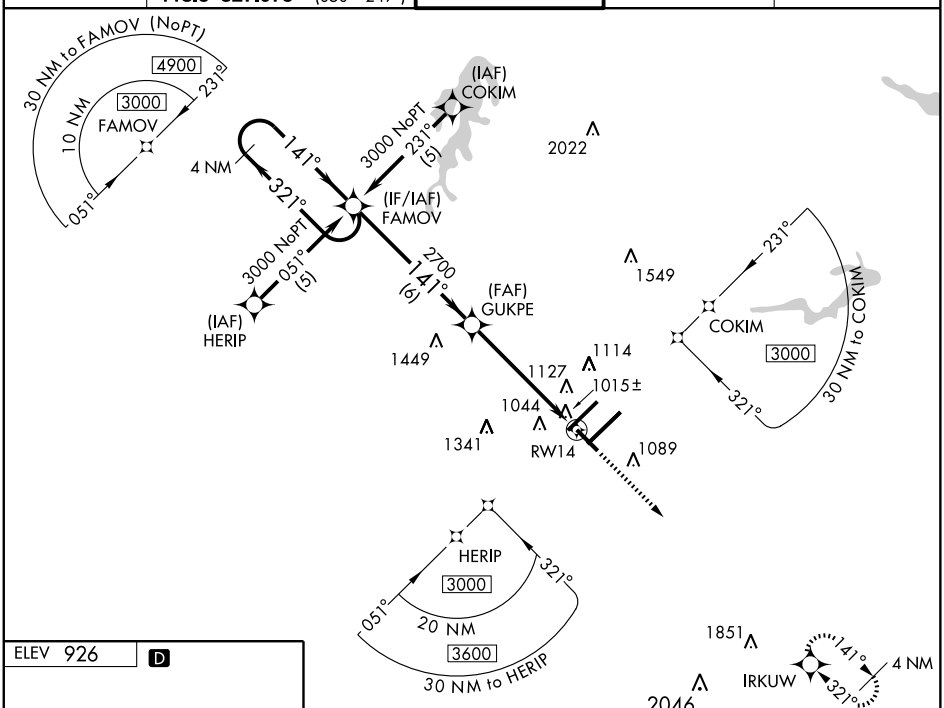
GREENSBORO/ PIEDMONT TRIAD INTL (GSO)

Baro-VNAV NA below -16°C (4°F). Baro-VNAV NA when using Winston-Salem altimeter setting. DME/DME RNP-0.3 NA. If local altimeter setting not received, use Winston-Salem altimeter setting and increase all DAs/MDAs 40 feet.

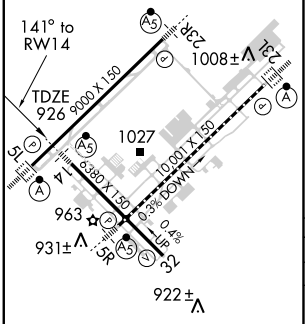
MALSR

MISSED APPROACH: Climb to 3700 direct IRKUW and hold.

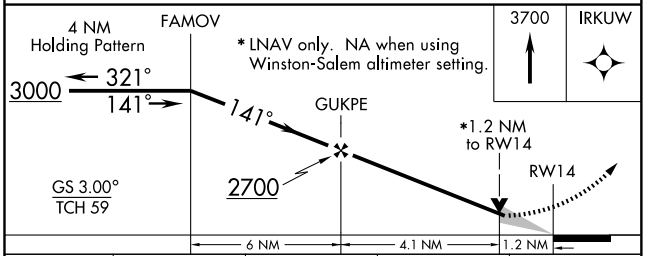
ATIS	GREENSBORO APP CON	GREENSBORO TOWER	GND CON	CLNC DEL
128.55	124.35 269.225 (250°-049°) 118.5 327.075 (050°-249°)	119.1 290.325	121.9 348.6	121.75



ELEV 926 D



TDZ/CL Rwy 23L
REIL Rwy 32
HIRL Rwys 14-32, 5L-23R and 5R-23L



CATEGORY	A	B	C	D
LPV DA	NA			
LNAV/VNAV DA	1320/40 394 (400-¾)			
LNAV MDA	1360/24 434 (500-½)		1360/40 434 (500-¾)	1360/50 434 (500-1)
CIRCLING	1360-1¼ 434 (500-1¼)	1440-1¼ 514 (600-1¼)	1440-1½ 514 (600-1½)	1480-2 554 (600-2)

SE-2, 22 OCT 2009 to 19 NOV 2009

WAAS	APP CRS		
CH 97710	232°	Rwy Idg	9601
W23A		TDZE	889
		Apt Elev	925

RNAV (GPS) RWY 23L

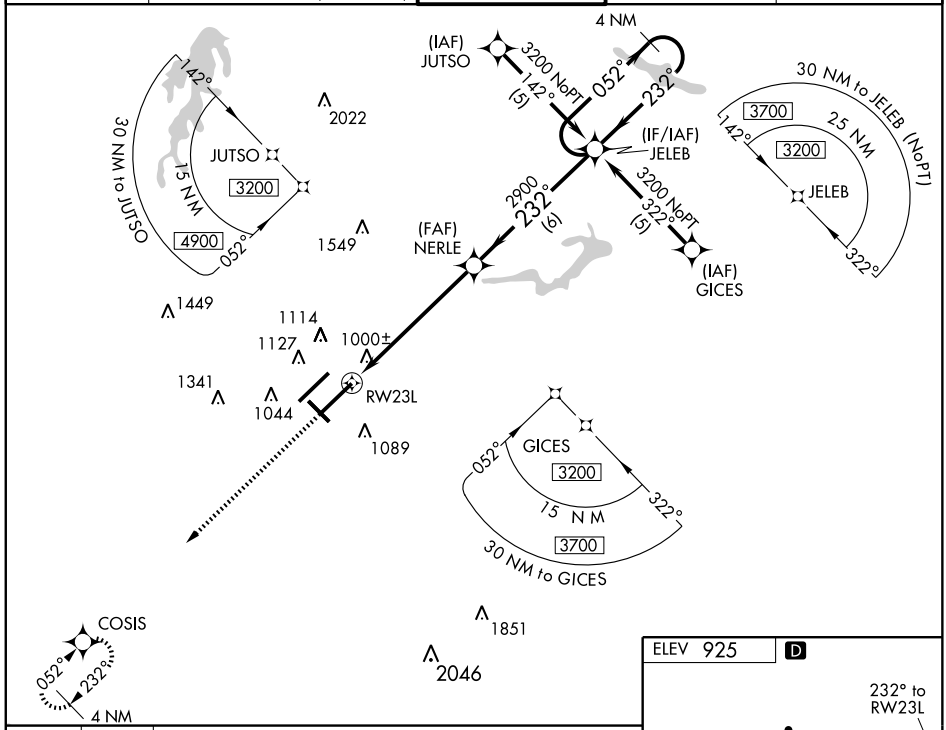
GREENSBORO/ PIEDMONT TRIAD INTL (GSO)

For inoperative ALSF, increase LNAV Cat. D visibility to RVR 6000. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA.

ALSF-2

MISSED APPROACH: Climb to 3000 direct COSIS and hold.

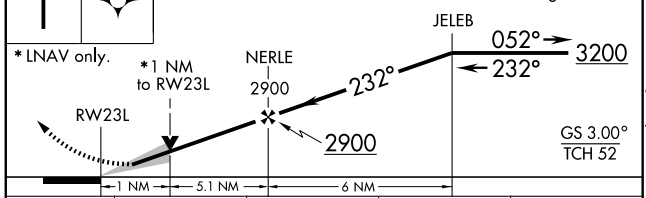
ATIS	GREENSBORO APP CON	GREENSBORO TOWER	GND CON	CLNC DEL
128.55	124.35 269.225 (250° -049°) 118.5 327.075 (050° -249°)	119.1 290.325	121.9 348.6	121.75



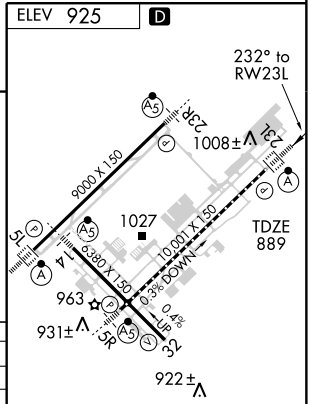
3000	COSIS

VGSI and RNAV glidepath not coincident.

* LNAV only.



CATEGORY	A	B	C	D
LPV DA	1089/24 200 (200-½)			
LNAV/ VNAV DA	1276/40 387 (400-¾)			
LNAV MDA	1260/24 371 (400-½)			1260/50 371 (400-1)
CIRCLING	1340-1 415 (500-1)	1440-1 515 (600-1)	1440-1½ 515 (600-1½)	1480-2 555 (600-2)



TDZ/CL Rwy 23L
REIL Rwy 32
HIRL Rwys 14-32, 5L-23R and 5R-23L

SE-2, 22 OCT 2009 to 19 NOV 2009

RNAV (GPS) RWY 23R

GREENSBORO/ PIEDMONT TRIAD INTL (GSO)

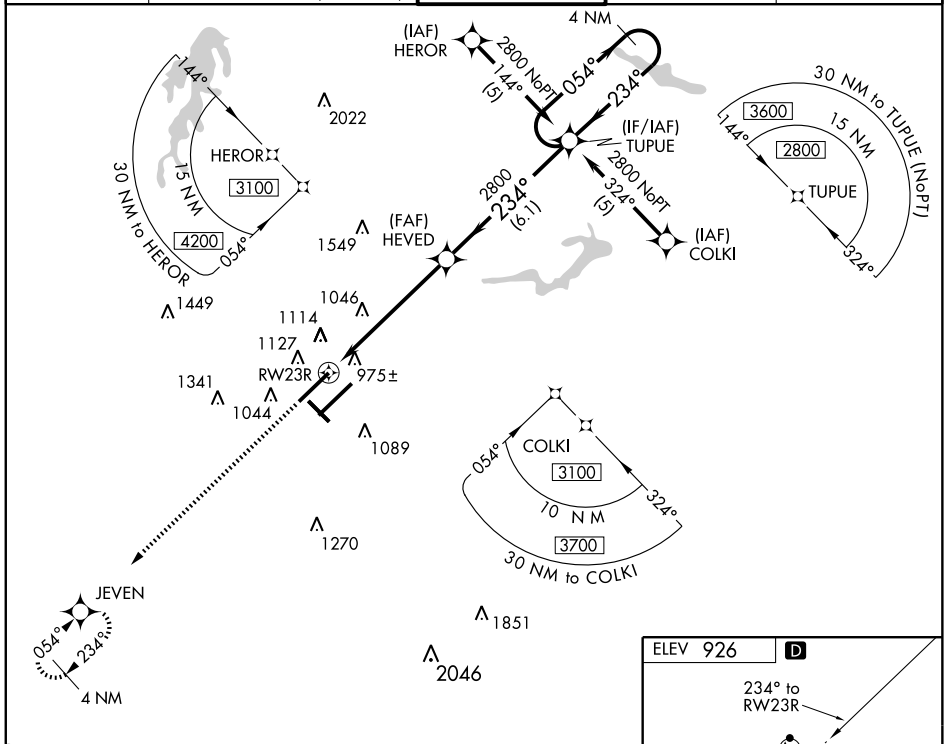
WAAS	APP CRS	Rwy Idg	9000
CH 90315	234°	TDZE	856
W23B		Apt Elev	926

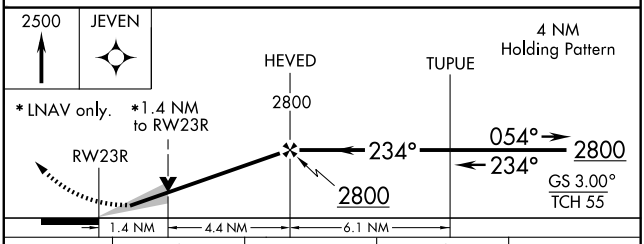
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA.

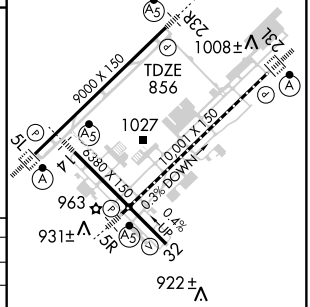
MALSR

MISSED APPROACH: Climb to 2500 direct JEVEN and hold.

ATIS	GREENSBORO APP CON	GREENSBORO TOWER	GND CON	CLNC DEL
128.55	124.35 269.225 (250°-049°) 118.5 327.075 (050°-249°)	119.1 290.325	121.9 348.6	121.75







CATEGORY	A	B	C	D
LPV DA	1056/24 200 (200-½)			
LNAV/VNAV DA	1405-1½ 549 (500-1½)			
LNAV MDA	1340/24 484 (500-½)		1340/40 484 (500-¾)	1340/50 484 (500-1)
CIRCLING	1440-1 514 (600-1)		1440-1½ 514 (600-1½)	1480-2 554 (600-2)

TDZ/CL Rwy 23L
REIL Rwy 32
HIRL Rwys 14-32, 5R-23L and 5L-23R

SE-2, 22 OCT 2009 to 19 NOV 2009

APP CRS	Rwy Idg	6380
321°	TDZE	902
	Apt Elev	926

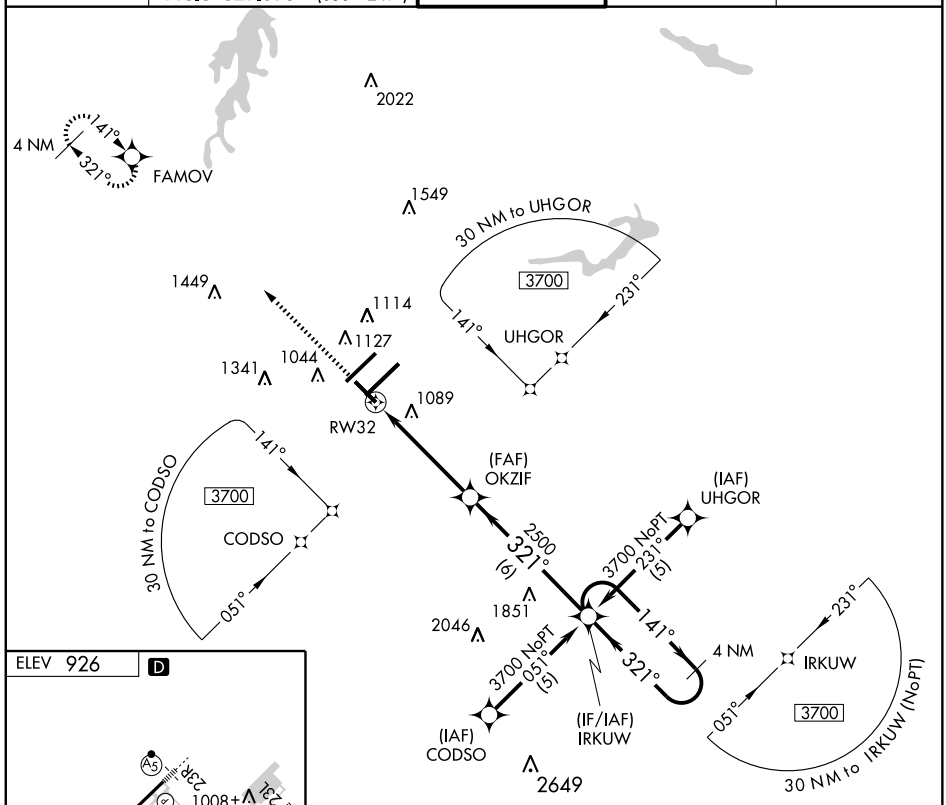
RNAV (GPS) RWY 32

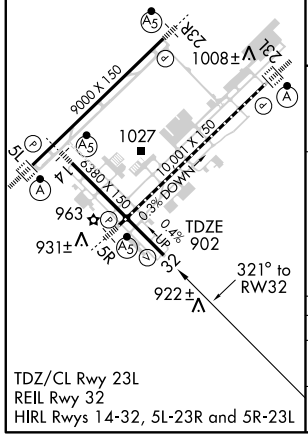
GREENSBORO/ PIEDMONT TRIAD INTL (GSO)

DME/DME RNP-0.3 NA. If local altimeter setting not received, use Winston-Salem altimeter setting and increase all MDAs 40 feet. VDP NA when using Winston-Salem altimeter setting.

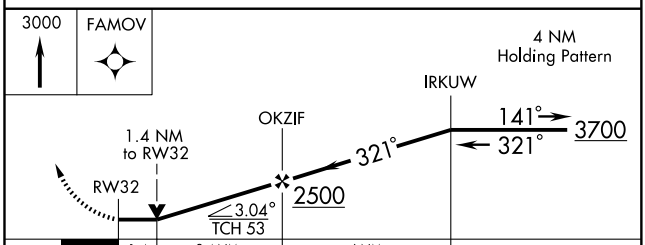
MISSED APPROACH: Climb to 3000 direct FAMOV and hold.

ATIS	GREENSBORO APP CON	GREENSBORO TOWER	GND CON	CLNC DEL
128.55	124.35 269.225 (250° -049°) 118.5 327.075 (050° -249°)	119.1 290.325	121.9 348.6	121.75





TDZ/CL Rwy 23L
REIL Rwy 32
HIRL Rwys 14-32, 5L-23R and 5R-23L

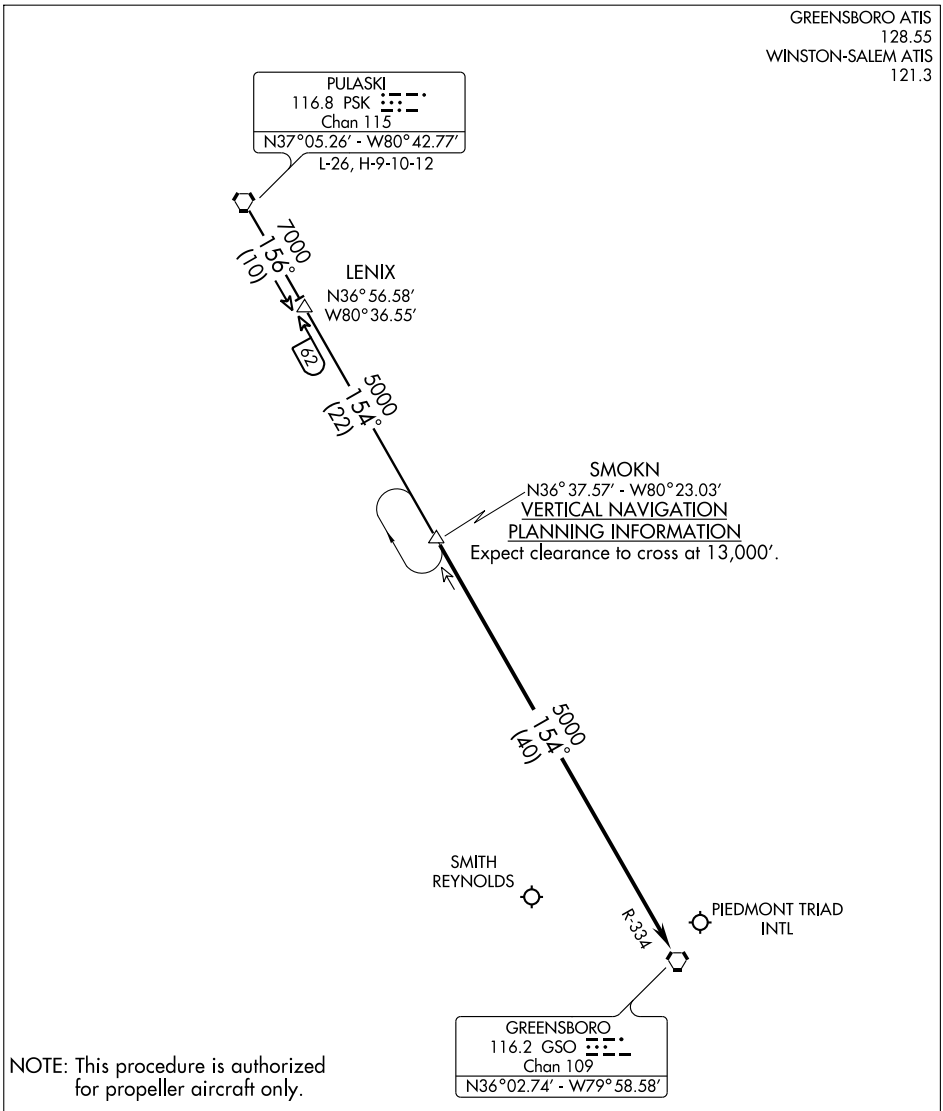


CATEGORY	A	B	C	D
LNAV MDA	1400-1 498 (500-1)		1400-1¼ 498 (500-1¼)	1400-1½ 498 (500-1½)
CIRCLING	1400-1 474 (500-1)	1440-1 514 (600-1)	1440-1½ 514 (600-1½)	1480-2 554 (600-2)

SE-2, 22 OCT 2009 to 19 NOV 2009

SMOKN THREE ARRIVAL (SMOKN.SMOKN3)

GREENSBORO, NORTH CAROLINA



NOTE: This procedure is authorized for propeller aircraft only.

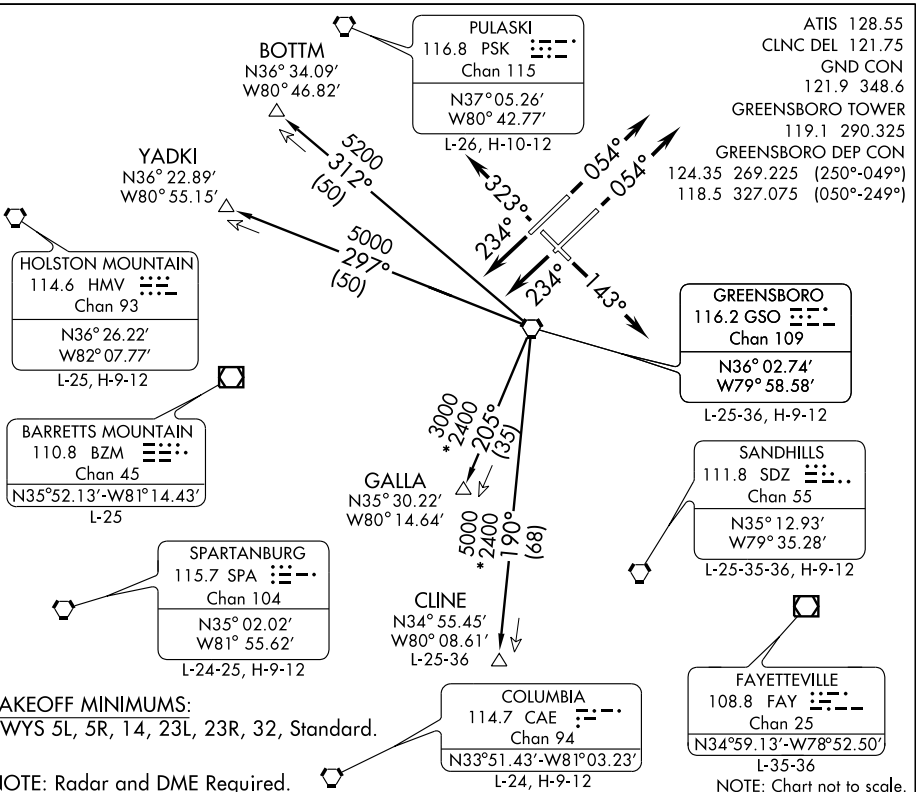
NOTE: Chart not to scale.

PULASKI TRANSITION (PSK.SMOKN3): From over PSK VORTAC via PSK R-156 to LENIX INT. Thence via GSO R-334 to SMOKN INT. Thence....

. . . .From over SMOKN INT via GSO R-334 to GSO VORTAC. Expect radar vectors to final approach course.

SE-2, 22 OCT 2009 to 19 NOV 2009

TRIAD SIX DEPARTURE



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 5R: Climb heading 054°. Thence....

TAKEOFF RWY 5L: Climb heading 054°. Thence....

TAKEOFF RWY 14: Climb heading 143°. Thence....

TAKEOFF RWY 23L: Climb heading 234°. Thence....

TAKEOFF RWY 23R: Climb heading 234°. Thence....

TAKEOFF RWY 32: Climb heading 323°. Thence....

Turbojets: Maintain 5000. Turboprop/Prop: Maintain 3000 or assigned altitude.

. . . . Expect vector to intercept assigned radial associated with the issued transition. Proceed via the depicted radial to the transition fix; thence as filed. If no transition assigned, expect vector to the appropriate fix. Expect filed altitude/flight level ten minutes after departure.

BOTTM TRANSITION (TRI6.BOTTM): From over GSO VORTAC via GSO R-312 to BOTTM.

CLINE TRANSITION (TRI6.CLINE): From over GSO VORTAC via GSO R-190 to CLINE.

GALLA TRANSITION (TRI6.GALLA): From over GSO VORTAC via GSO R-205 to GALLA.

YADKI TRANSITION (TRI6.YADKI): From over GSO VORTAC via GSO R-297 to YADKI.

SE-2, 22 OCT 2009 to 19 NOV 2009

TAKEOFF OBSTACLE NOTES:

RWY 5R: Terrain and trees beginning 3′ from DER, 499′ right of centerline, up to 102′ AGL/981′ MSL.
Trees 2751′ from DER, 1191′ left of centerline, 57′ AGL/966′ MSL.

RWY 5L: Trees beginning 1328′ from DER, 524′ left of centerline, up to 88′ AGL/912′ MSL.

RWY 14: Pole and railroad signal beginning 937′ from DER, 604′ right of centerline, up to 51′ AGL/940′ MSL.

RWY 23R: Trees beginning 1195′ from DER, 191′ left of centerline, up to 100′ AGL/970′ MSL.
Utility pole 170′ from DER, 540′ left of centerline, 33′ AGL/936′ MSL.
Trees beginning 1715′ from DER, 358′ right of centerline, up to 100′ AGL/967′ MSL.

RWY 23L: Trees beginning 834′ from DER, 719′ left of centerline, up to 65′ AGL/934′ MSL.

RWY 32: Trees beginning 1′ from DER, 289′ right of centerline, up to 90′ AGL/1019′ MSL.

SE-2, 22 OCT 2009 to 19 NOV 2009

VORTAC GSO	APP CRS	Rwy Idg	9601
116.2	219°	TDZE	889
Chan 109		Apt Elev	925

VOR/DME RWY 23L

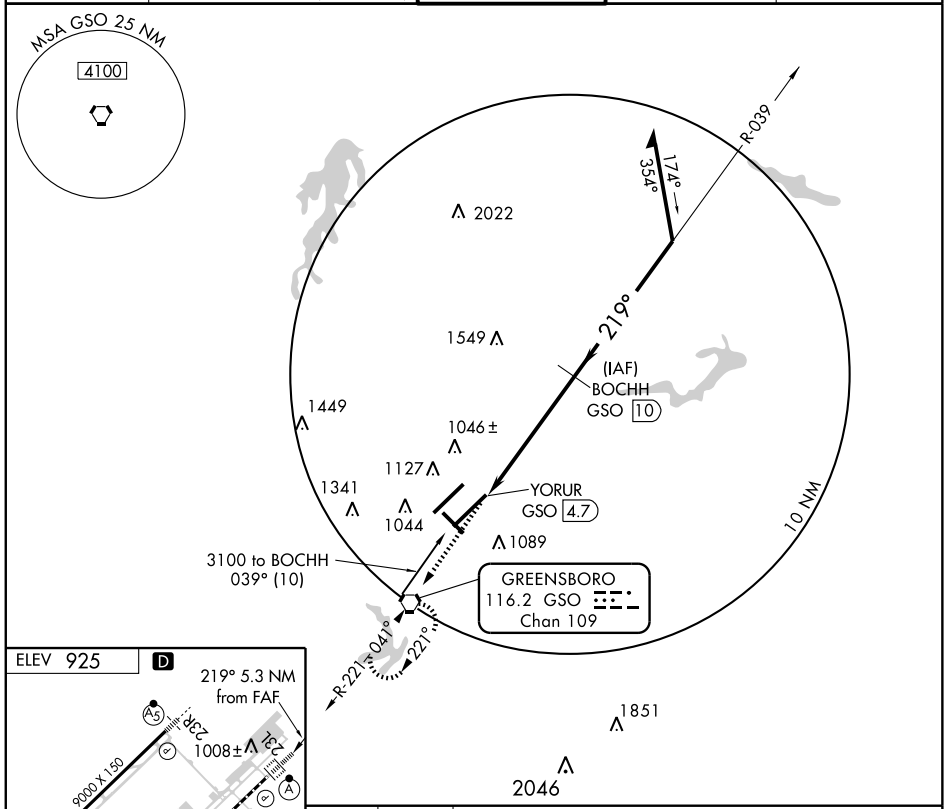
GREENSBORO/ PIEDMONT TRIAD INTL (GSO)

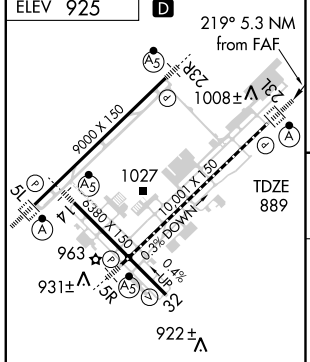
For inoperative ALSF, increase S-23L Cat. D visibility to RVR 6000.

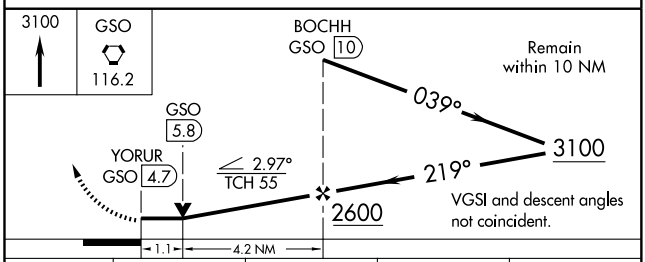
ALSF-2

MISSED APPROACH: Climb to 3100 direct GSO VORTAC and hold, continue climb-in-hold to 3100.

ATIS	GREENSBORO APP CON	GREENSBORO TOWER	GND CON	CLNC DEL
128.55	124.35 269.225 (250° -049°) 118.5 327.075 (050° -249°)	119.1 290.325	121.9 348.6	121.75







CATEGORY	A	B	C	D
S-23L	1300/24 411 (400-½)		1300/40 411 (400-¾)	1300/50 411 (400-1)
CIRCLING	1340-1 415 (500-1)	1440-1 515 (600-1)	1440-1½ 515 (600-1½)	1480-2 555 (600-2)

TDZ/CL Rwy 23L
REIL Rwy 32
HIRL Rwys 14-32, 5L-23R and 5R-23L

SE-2, 22 OCT 2009 to 19 NOV 2009

VORTAC GSO	APP CRS	Rwy Idg	10001
116.2	030°	TDZE	900
Chan 109		Apt Elev	925

VOR RWY 5R

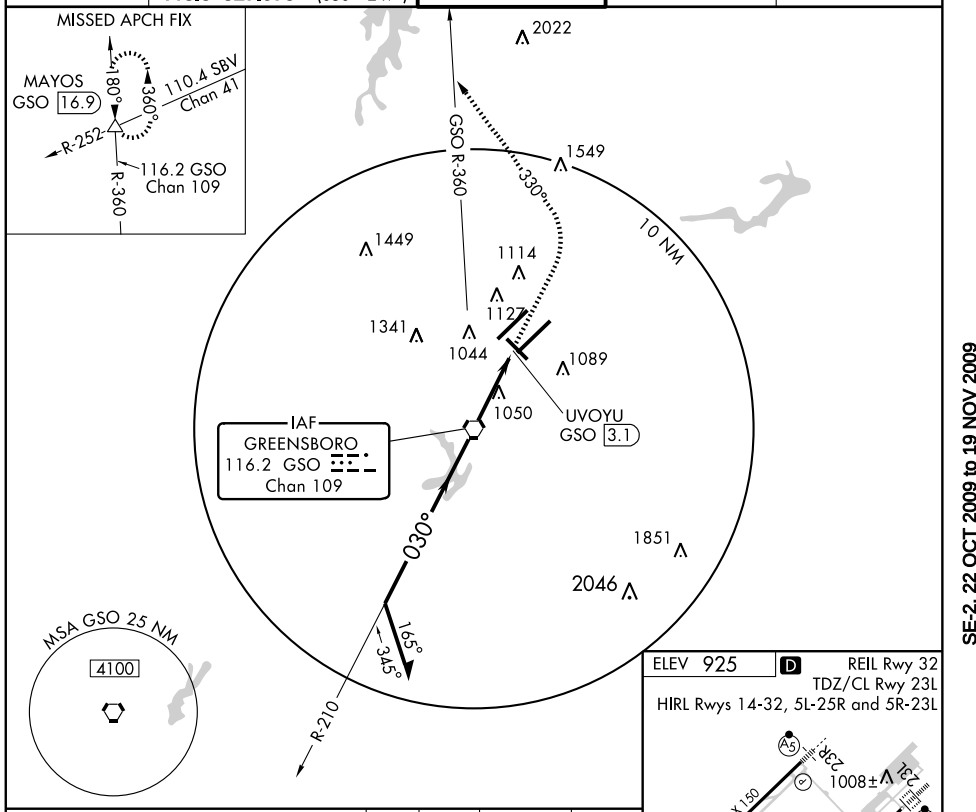
GREENSBORO/ PIEDMONT TRIAD INTL (GSO)

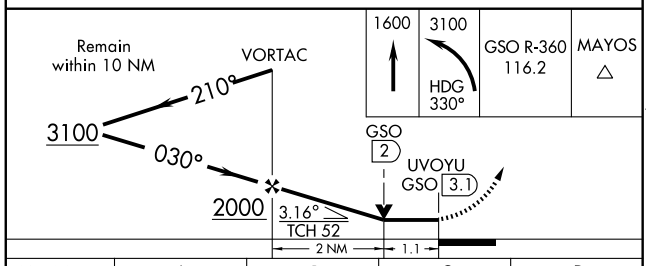
Inoperative table does not apply to S-5R Cat. D.

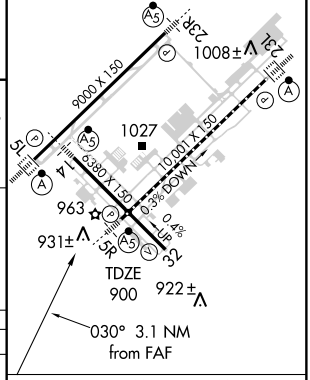
MALSR

MISSED APPROACH: Climb to 1600 then climbing left turn to 3100 via heading 330° and GSO R-360 to MAYOS Int/GSO 16.9 DME and hold.

ATIS	GREENSBORO APP CON	GREENSBORO TOWER	GND CON	CLNC DEL
128.55	124.35 269.225 (250° -049°) 118.5 327.075 (050° -249°)	119.1 290.325	121.9 348.6	121.75







CATEGORY	A	B	C	D
S-5R	1300/24 400 (400-½)			1300/60 400 (400-1¼)
CIRCLING	1340-1 415 (500-1)	1440-1 515 (600-1)	1440-1½ 515 (600-1½)	1480-2 555 (600-2)

FAF to MAP 3.1 NM

Knots	60	90	120	150	180
Min:Sec	3:06	2:04	1:33	1:14	1:02

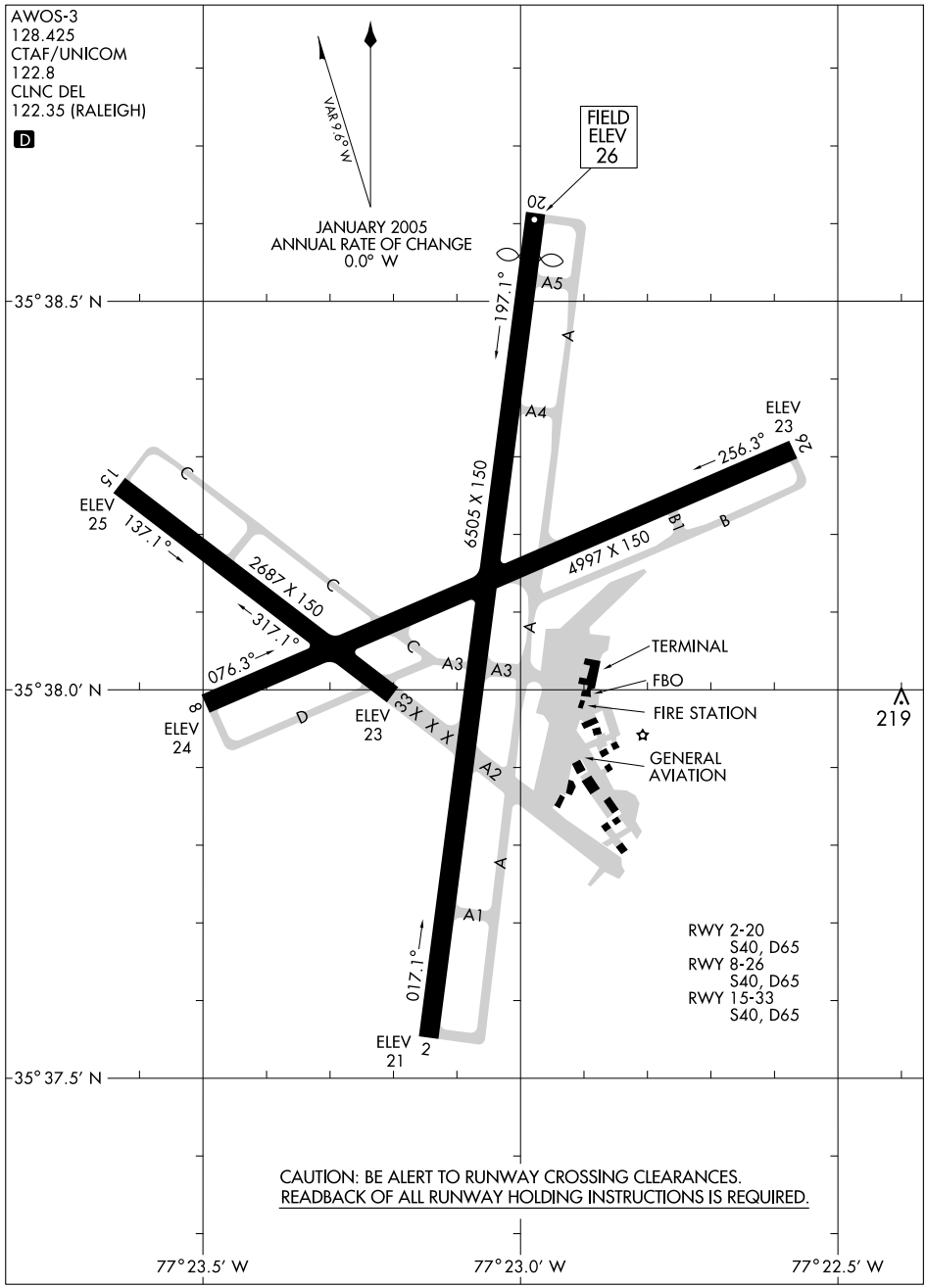
SE-2, 22 OCT 2009 to 19 NOV 2009

09295

AIRPORT DIAGRAM

AL-5521 (FAA)

GREENVILLE/PITT-GREENVILLE (PGV)
GREENVILLE, NORTH CAROLINA



CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

SE-2, 22 OCT 2009 to 19 NOV 2009

LOC/DME I-PGV	APP CRS	Rwy Idg 6157
110.7	197°	TDZE 27
Chan 44		Apt Elev 27

ILS or LOC RWY 20

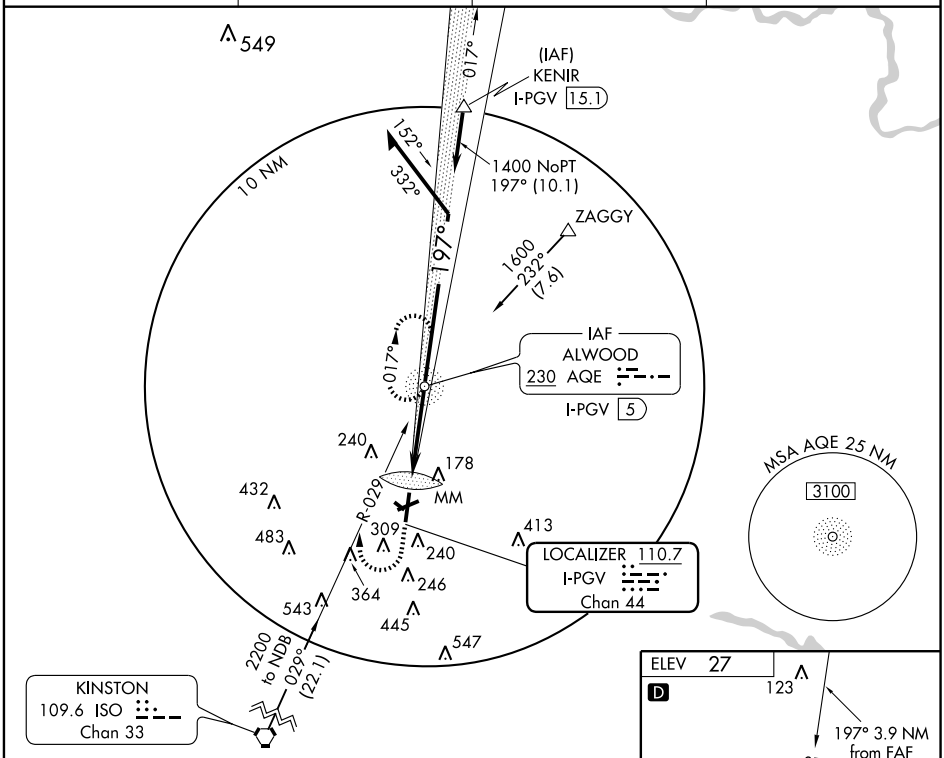
GREENVILLE/ PITT-GREENVILLE (PGV)

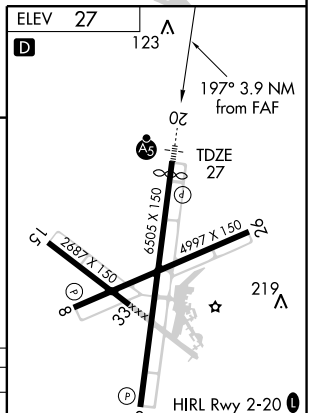
NA ADF or DME REQUIRED

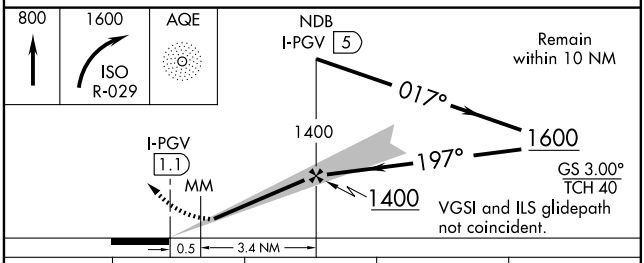
MALSR

MISSED APPROACH: Climb to 800 then climbing right turn to 1600 via ISO R-029 to AQE NDB/I-PGV 5 DME and hold.

AWOS-3	WASHINGTON CENTER	RALEIGH CLNC DEL	UNICOM
128.425	135.5 272.75	122.35	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-ILS 20	227-½ 200 (200-½)			
S-LOC 20	400-½ 374 (400-½)			400-¾ 400 (374-¾)
CIRCLING	580-1 553 (600-1)		580-1½ 553 (600-1½)	580-2 553 (600-2)

FAF to MAP 3.9 NM

Knots	60	90	120	150	180
Min:Sec	3:54	2:36	1:57	1:34	1:18

SE-2, 22 OCT 2009 to 19 NOV 2009

APP CRS	Rwy Idg	6505
017°	TDZE	25
	Apt Elev	27

RNAV (GPS) RWY 2

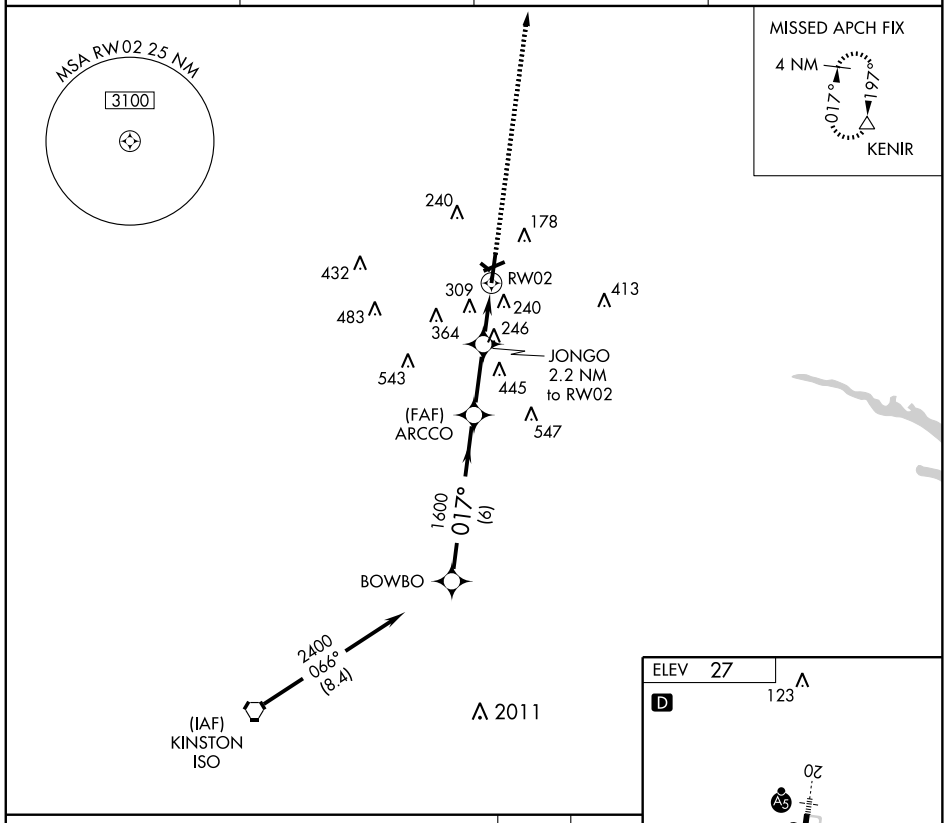
GREENVILLE/ PITT-GREENVILLE (PGV)

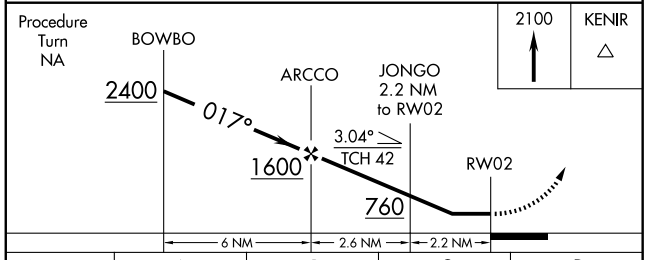
T A NA

GPS or RNP-0.3 Required.
DME/DME RNP-0.3 NA.

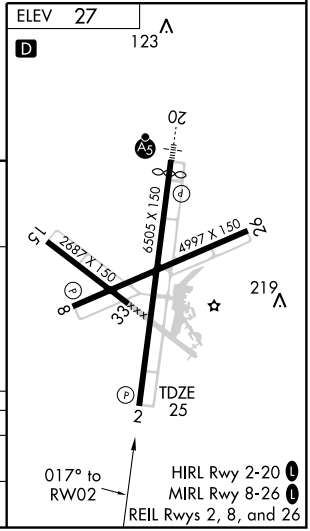
MISSED APPROACH: Climb to 2100 direct KENIR WP and hold.

AWOS-3	WASHINGTON CENTER	RALEIGH CLNC DEL	UNICOM
128.425	135.5 272.75	122.35	122.8 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	560-1 535 (600-1)		560-1½ 535 (600-1½)	560-1¾ 535 (600-1¾)
CIRCLING	580-1 553 (600-1)		580-1½ 553 (600-1½)	580-2 553 (600-2)



SE-2, 22 OCT 2009 to 19 NOV 2009

APP CRS	Rwy Idg	4997
076°	TDZE	24
	Apt Elev	26

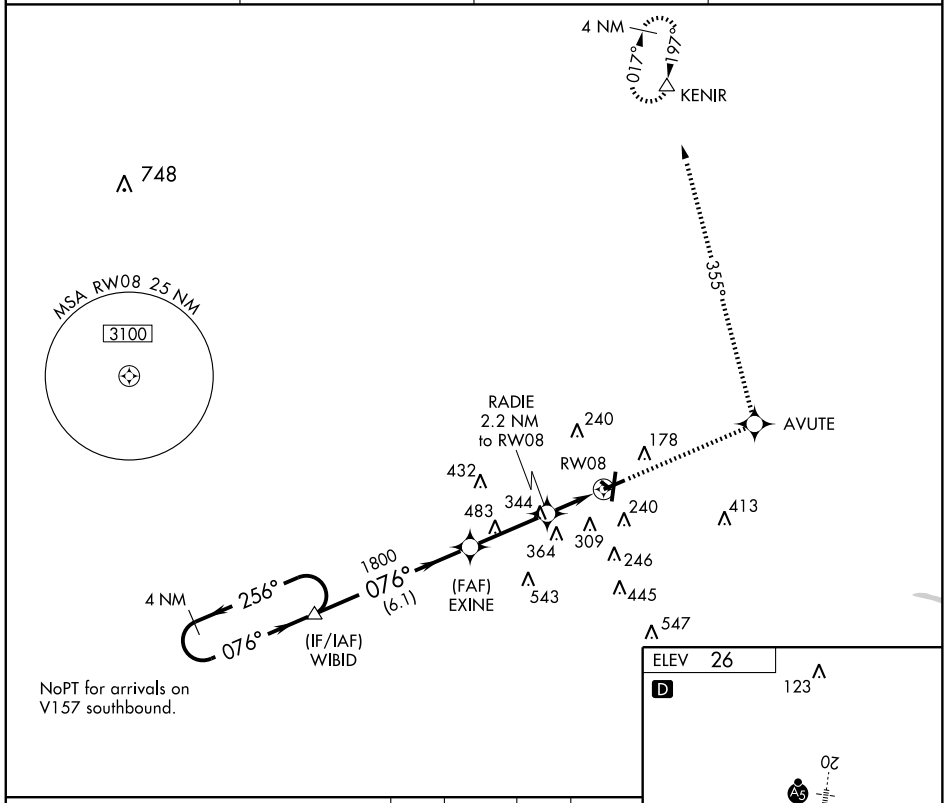
RNAV (GPS) RWY 8

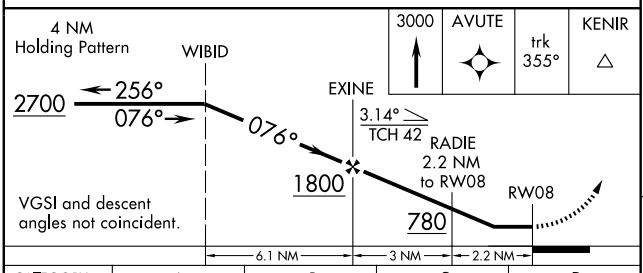
GREENVILLE/ PITT-GREENVILLE (PGV)

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received use Washington altimeter setting and increase all MDA 60 feet and increase LNAV Cats C and D and Circling Cat C visibilities ¼ mile.

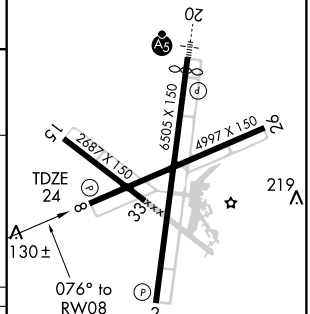
MISSED APPROACH: Climb to 3000 direct AVUTE and via 355° track to KENIR and hold.

AWOS-3	WASHINGTON CENTER	RALEIGH CLNC DEL	UNICOM
128.425	135.5 272.75	122.35	122.8 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	500-1 476 (500-1)		500-1¼ 476 (500-1¼)	500-1½ 476 (500-1½)
CIRCLING	600-1 574 (600-1)		600-1½ 574 (600-1½)	600-2 574 (600-2)



HIRL Rwy 2-20 L
MIRL Rwy 8-26 L
REIL Rwys 2, 8, and 26

SE-2, 22 OCT 2009 to 19 NOV 2009

WAAS CH 87011 W20A	APP CRS 197°	Rwy Idg 6157 TDZE 25 Apt Elev 26

RNAV (GPS) RWY 20

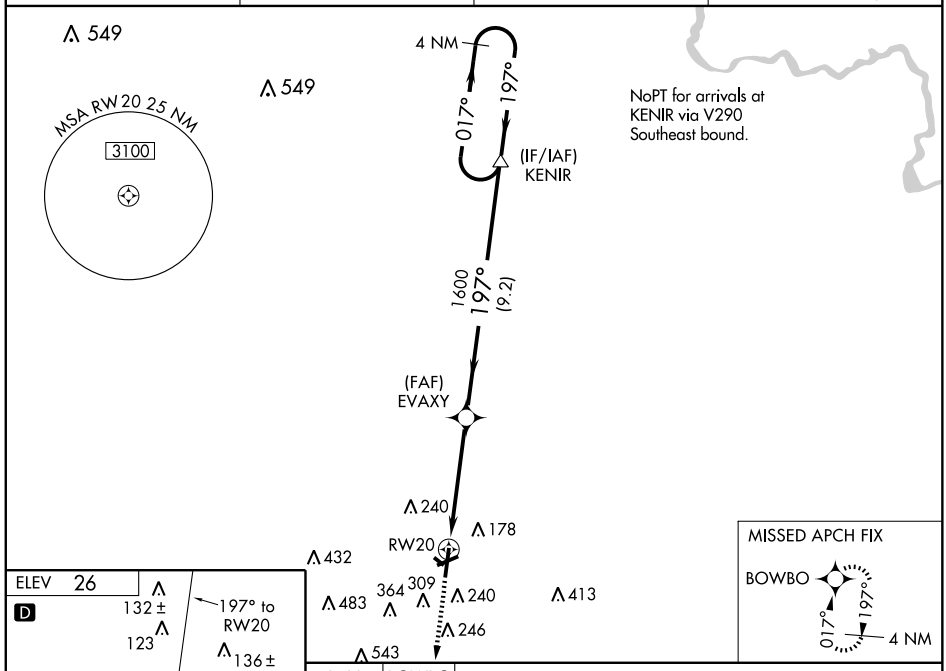
GREENVILLE/ PITT-GREENVILLE (PGV)

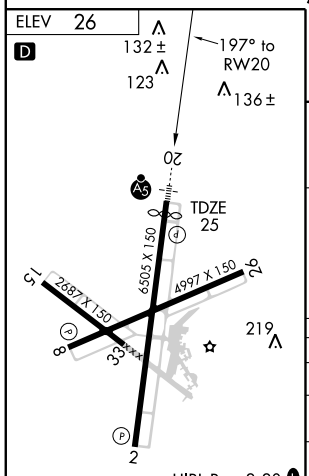
Baro-VNAV NA when using Washington altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received use Washington altimeter setting and increase all DA 41 feet and all MDA 60 feet; increase LNAV/VNAV all Cats, LNAV Cats C and D, and Circling Cat C visibilities ¼ mile. For inoperative MALSR, increase LPV all Cats visiblity to 1 ¼ mile and LNAV Cats A and B visibility to 1 mile. For inoperative MALSR when using Washington altimeter setting, increase LPV all Cats visibility to 1 ¼ mile, and LNAV Cats A and B visibility to 1 mile.

MALSR

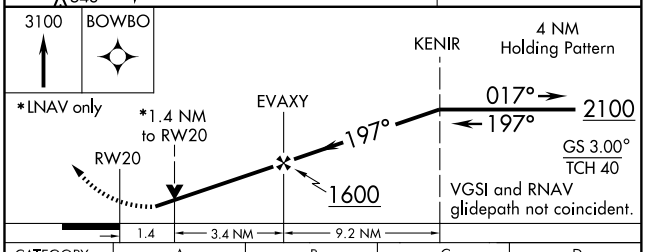
MISSED APPROACH: Climb to 3100 direct BOWBO and hold, continue climb-in-hold to 3100.

AWOS-3	WASHINGTON CENTER	RALEIGH CLNC DEL	UNICOM
128.425	135.5 272.75	122.35	122.8 (CTAF) L





HIRL Rwy 2-20 L
MIRL Rwy 8-26 L
REIL Rwys 2, 8, and 26



CATEGORY	A	B	C	D
LPV DA	348-¾ 323 (400-¾)			
LNAV/ VNAV DA	445-1 420 (500-1)			
LNAV MDA	500-¾ 475 (500-¾)			500-1 475 (500-1)
CIRCLING	600-1 574 (600-1)		600-1½ 574 (600-1½)	600-2 574 (600-2)

SE-2. 22 OCT 2009 to 19 NOV 2009

WAAS	APP CRS	Rwy Idg	4997
CH 53711	256°	TDZE	24
W26A		Apt Elev	26

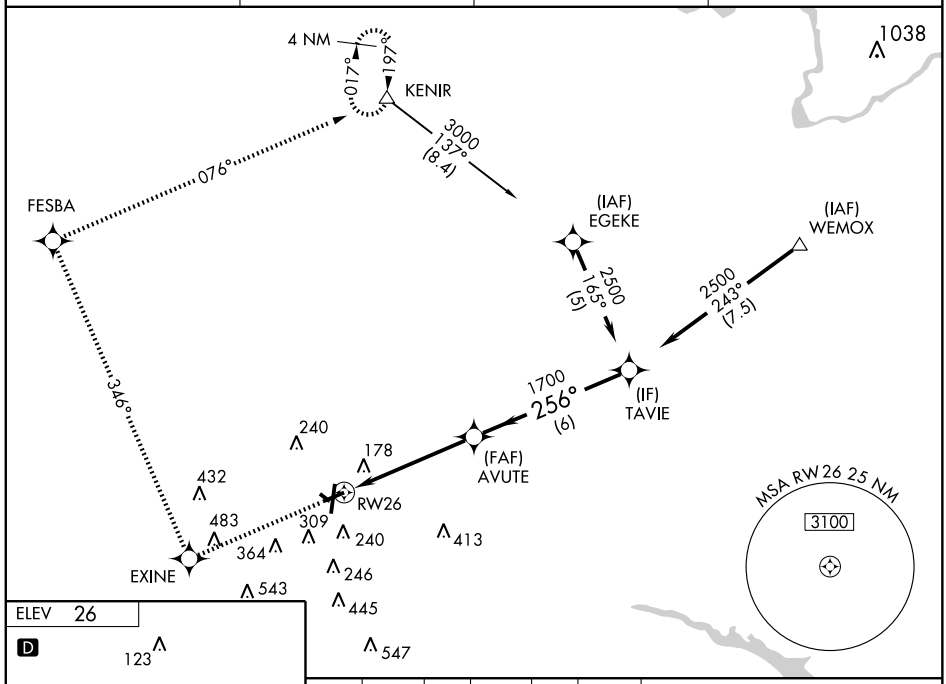
RNAV (GPS) RWY 26

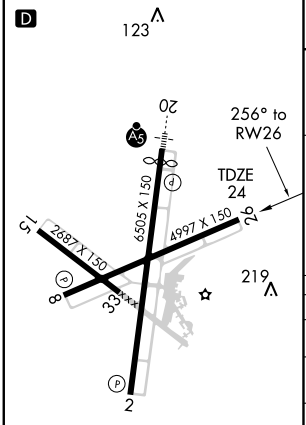
GREENVILLE/ PITT-GREENVILLE (PGV)

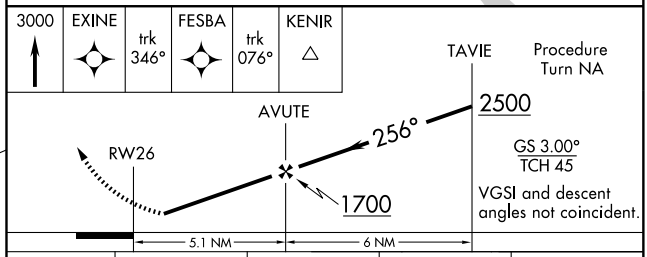
Baro-VNAV NA when using Washington altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received use Washington altimeter setting and increase all DA 41 feet and all MDA 60 feet, increase LPV and LNAV/VNAV all Cats, LNAV Cat C and D, and Circling Cat C visibilities ¼ mile.

MISSED APPROACH: Climb to 3000 direct EXINE and via 346° track to FESBA and via 076° track to KENIR and hold.

AWOS-3	WASHINGTON CENTER	RALEIGH CLNC DEL	UNICOM
128.425	135.5 272.75	122.35	122.8 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	335-1 311 (400-1)			
LNAV/ VNAV DA	464-1½ 440 (500-1½)			
LNAV MDA	520-1 496 (500-1)		520-1¼ 496 (500-1¼)	520-1½ 496 (500-1½)
CIRCLING	600-1 574 (600-1)		600-1½ 574 (600-1½)	600-2 574 (600-2)

SE-2, 22 OCT 2009 to 19 NOV 2009

HATTERAS, NORTH CAROLINA AL-6362 (FAA)

APP CRS	Rwy Idg	3000
067°	TDZE	15
	Apt Elev	17

RNAV (GPS) RWY 7

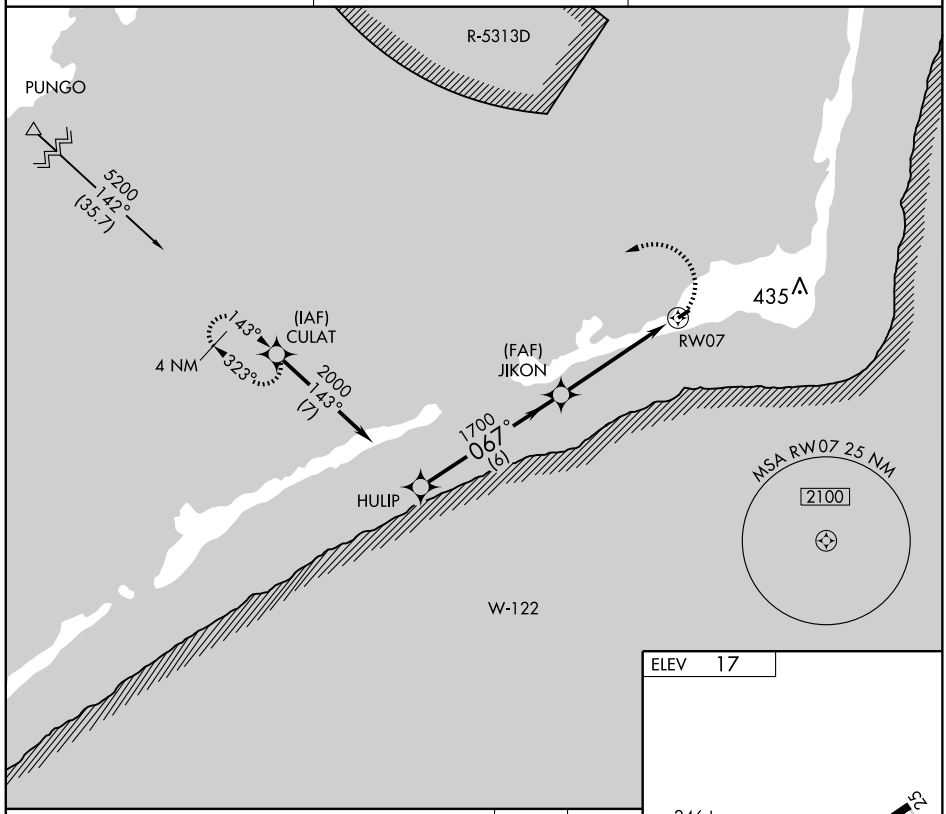
HATTERAS/ BILLY MITCHELL (HSE)

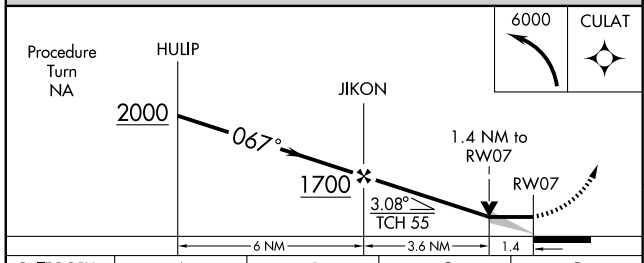
NA

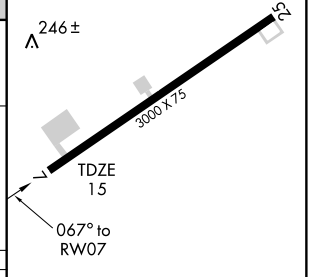
Procedure not authorized at night.
GPS or RNP-0.3 Required.
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climbing left turn to 6000 direct CULAT WP and hold.

ASOS	CHERRY POINT APP CON	CTAF
118.375	119.75 360.775	122.9







CATEGORY	A	B	C	D
LNAV MDA	500-1	485 (500-1)	500-1¼ 485 (500-1¼)	NA
CIRCLING	560-1	543 (600-1)	560-1½ 543 (600-1½)	NA

SE-2, 22 OCT 2009 to 19 NOV 2009

APP CRS	Rwy Idg	3000
232°	TDZE	17
	Apt Elev	17

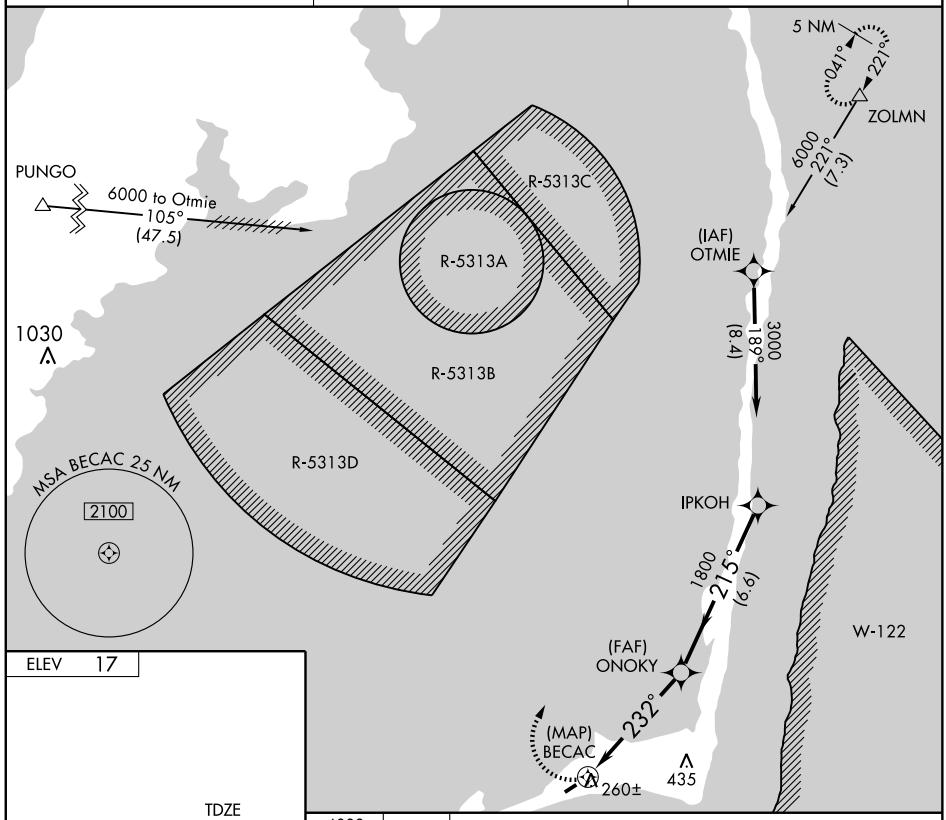
RNAV (GPS) RWY 25

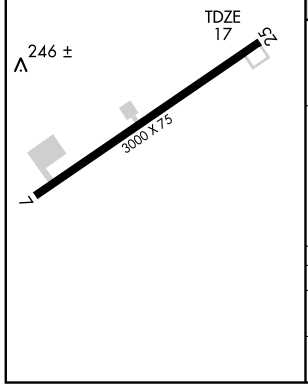
HATTERAS/BILLY MITCHELL (HSE)

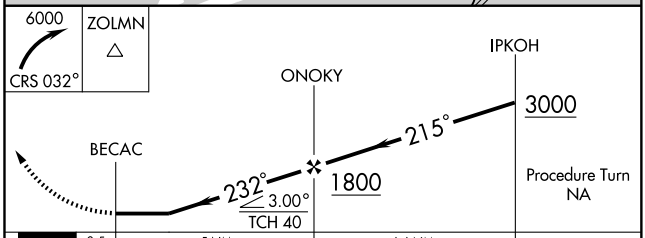
Procedure not authorized at night.
GPS or RNP-0.3 Required.
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climbing right turn to 6000 via course 032° to ZOLMN WP and hold.

ASOS	CHERRY POINT APP CON	CTAF
118.375	119.75 360.775	122.9







CATEGORY	A	B	C	D
LNAV MDA	520-1	503 (600-1)	520-1½ 503 (600-1½)	NA
CIRCLING	560-1	543 (600-1)	560-1½ 543 (600-1½)	NA

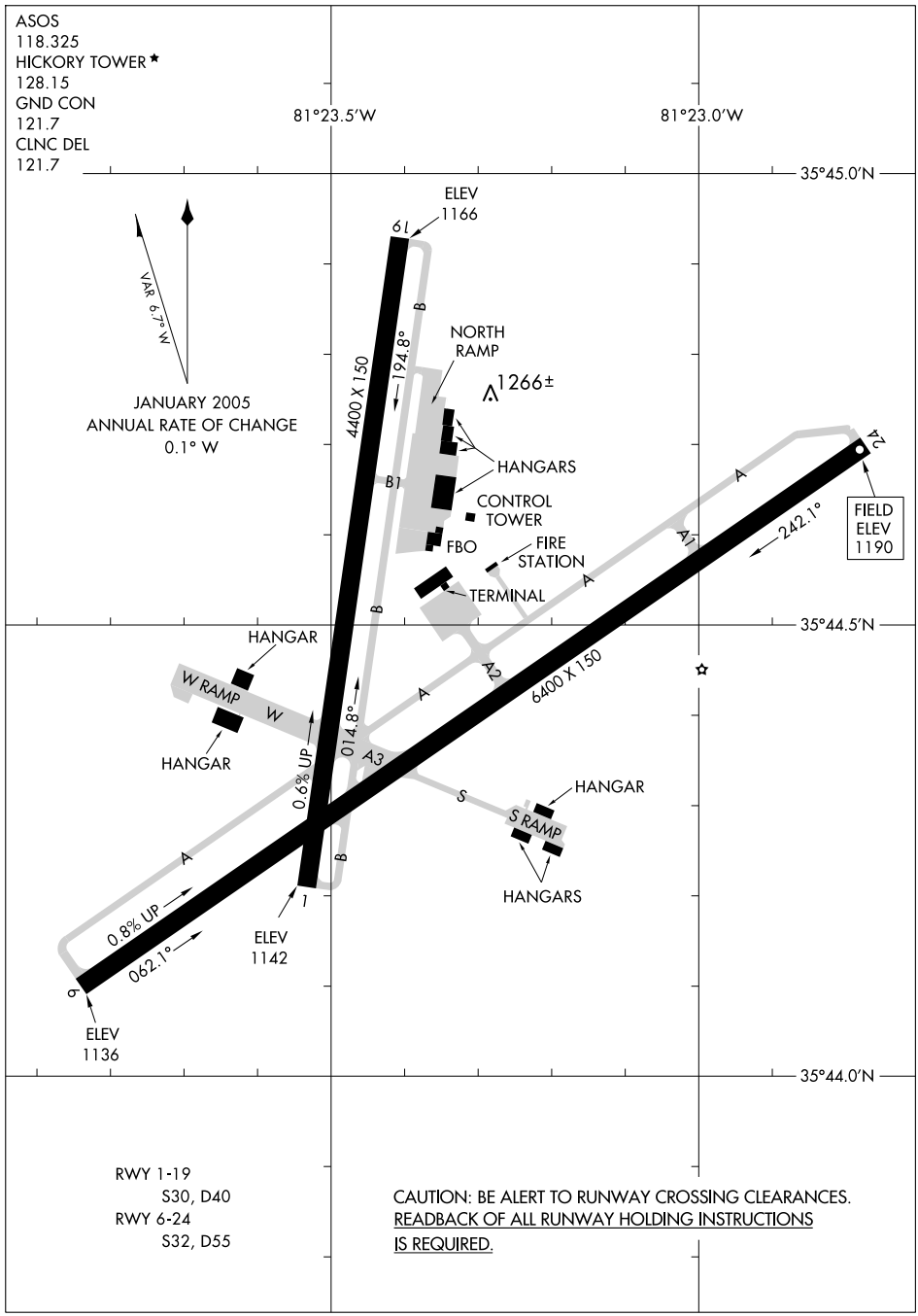
SE-2, 22 OCT 2009 to 19 NOV 2009

09239

AIRPORT DIAGRAM

AL-706 (FAA)

HICKORY RGNL (HKY)
HICKORY, NORTH CAROLINA

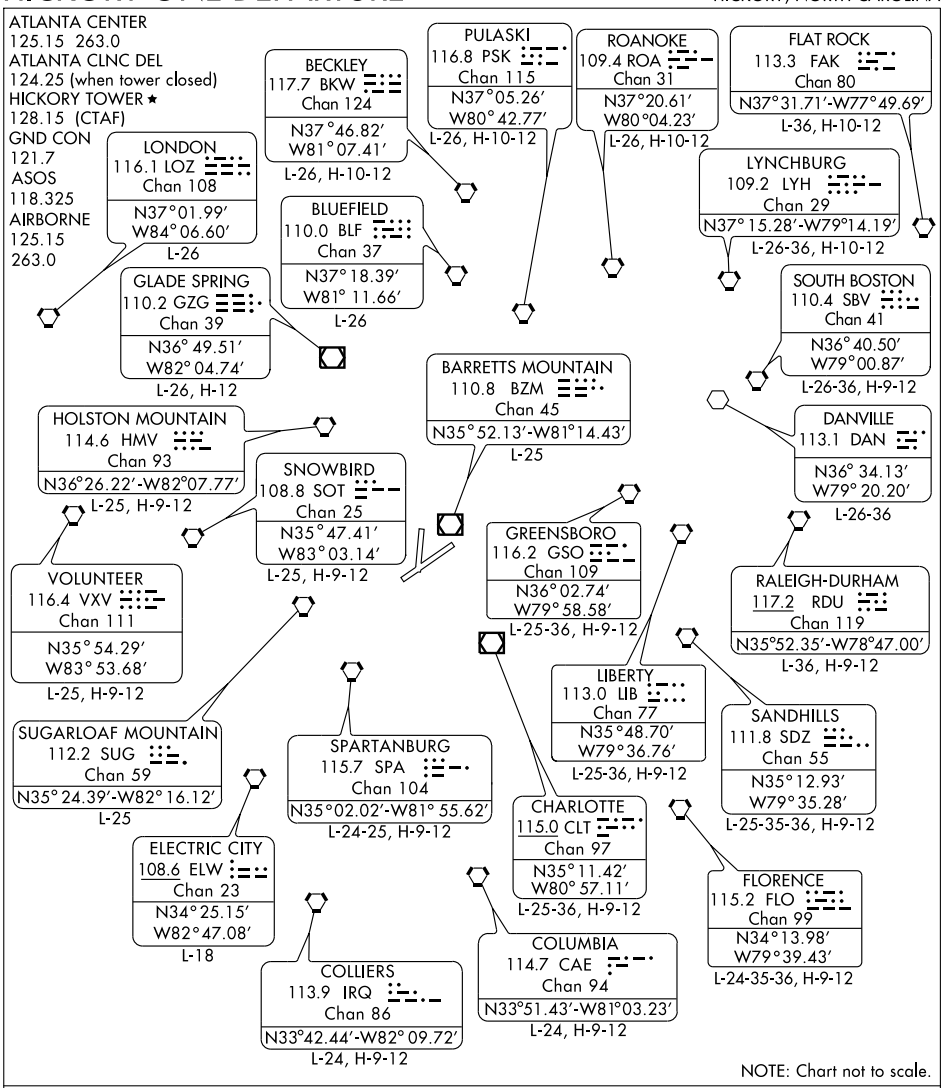


RWY 1-19
S30, D40
RWY 6-24
S32, D55

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS
IS REQUIRED.

SE-2, 22 OCT 2009 to 19 NOV 2009

HICKORY ONE DEPARTURE



NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF ALL RUNWAYS: Fly runway heading, or heading assigned by ATC, Thence....

....Expect radar vectors to join filed route. All aircraft maintain 4000 feet, or assigned altitude. Expect filed altitude/flight level ten minutes after departure.

SE-2, 22 OCT 2009 to 19 NOV 2009

LOC I-HKY	APP CRS	Rwy Idg	6400
108.7	241°	TDZE	1189
		Apt Elev	1189

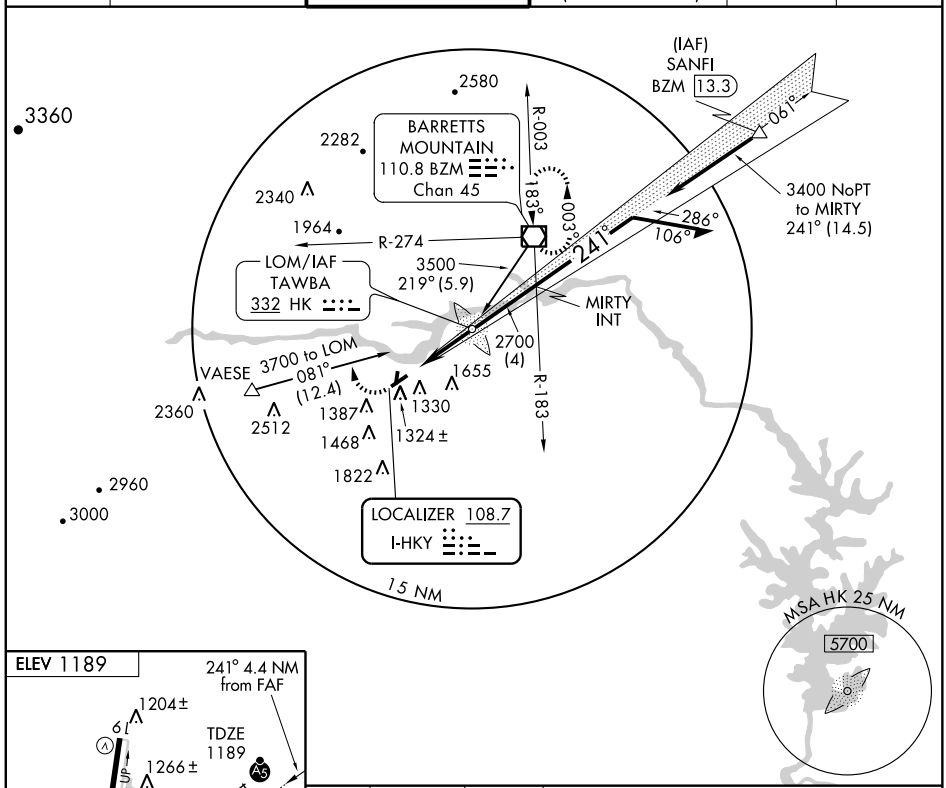
ILS or LOC RWY 24

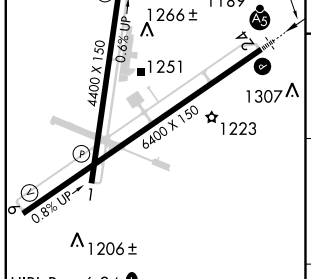
HICKORY RGNL (HKY)

MALSR

MISSED APPROACH: Climb to 1600 then climbing right turn to 4000 via heading 340° and BZM R-274 to BZM VOR/DME and hold.

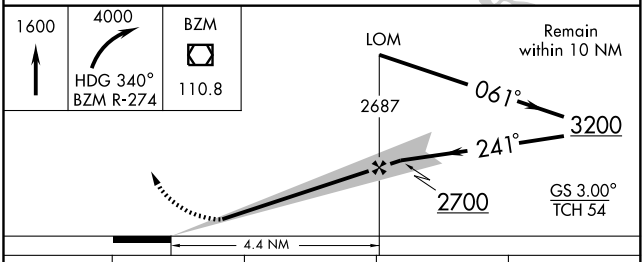
ASOS	ATLANTA CENTER	HICKORY TOWER ★	ATLANTA CLNC DEL	GND CON	CLNC DEL
118.325	125.15 263.0	128.15 (CTAF) L	124.25 (when tower closed)	121.7	121.7





HIRL Rwy 6-24 L
MIRL Rwy 1-19 L
REIL Rwy 1 L
REIL Rwys 6 and 19

FAF to MAP 4.4 NM					
Knots	60	90	120	150	180
Min:Sec	4:24	2:56	2:12	1:46	1:28



CATEGORY	A	B	C	D
S-ILS 24	1389-½ 200 (200-½)			
S-LOC 24	1560-½ 371 (400-½)			1560-¾ 371 (400-¾)
CIRCLING	1640-1 451 (500-1)		1640-1½ 451 (500-1½)	1740-2 551 (600-2)

APP CRS	Rwy Idg	4400
014°	TDZE	1154
	Apt Elev	1189

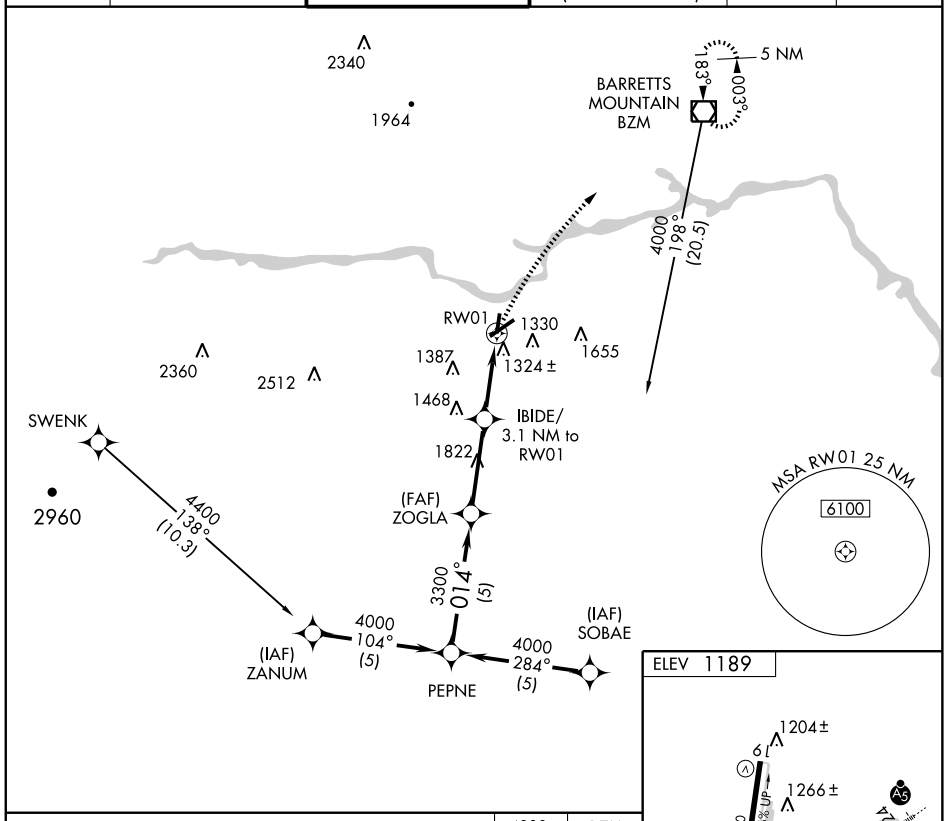
RNAV (GPS) RWY 1

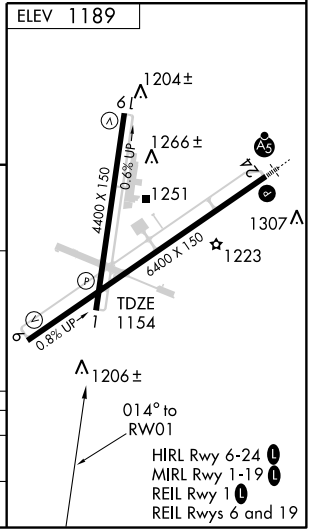
HICKORY RGNL (HKY)

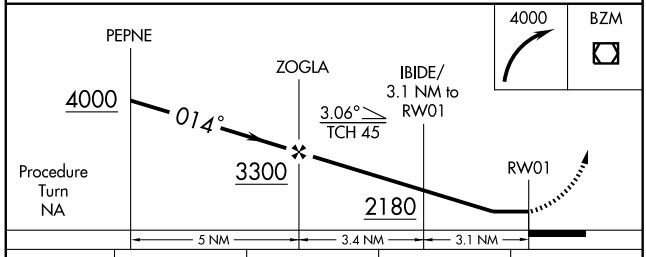
GPS or RNP-0.3 Required.
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climbing right turn to 4000 direct BZM VOR/DME and hold.

ASOS	ATLANTA CENTER	HICKORY TOWER ★	ATLANTA CLNC DEL	GND CON	CLNC DEL
118.325	125.15 263.0	128.15 (CTAF) L	124.25 (when tower closed)	121.7	121.7







CATEGORY	A	B	C	D
LNAV MDA	1580-1	426 (400-1)	1580-1¼	426 (400-1¼)
CIRCLING	1640-1	451 (500-1)	1640-1½ 451 (500-1½)	1740-2 551 (600-2)

SE-2, 22 OCT 2009 to 19 NOV 2009

APP CRS	Rwy Idg	6400
061°	TDZE	1151
	Apt Elev	1189

RNAV (GPS) RWY 6

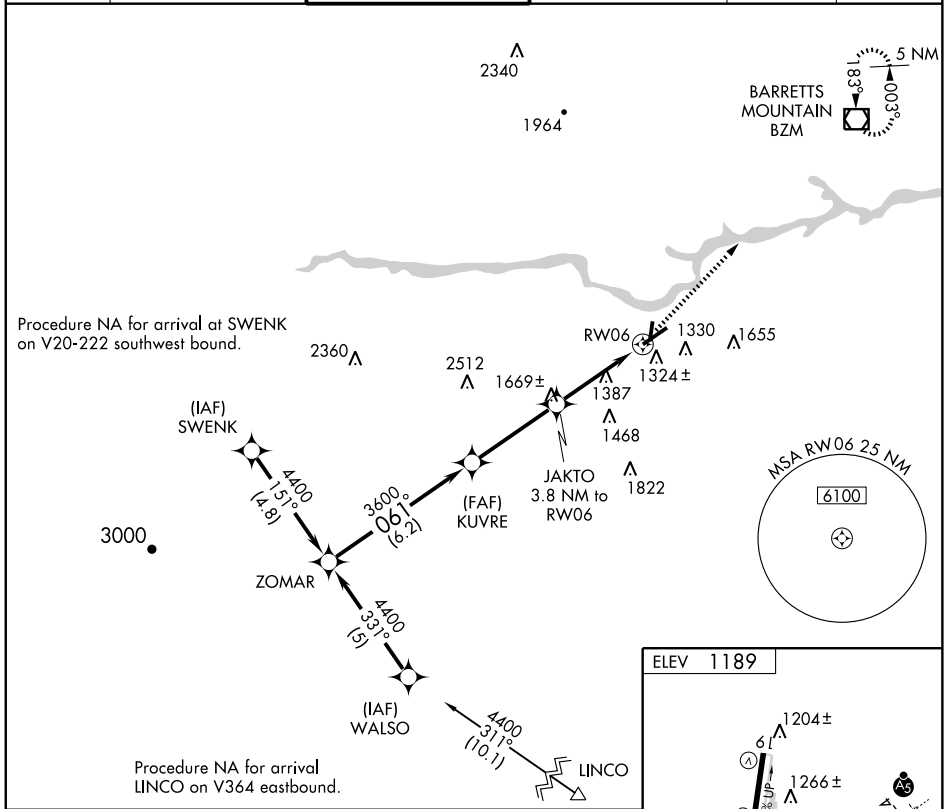
HICKORY RGNL (HKY)

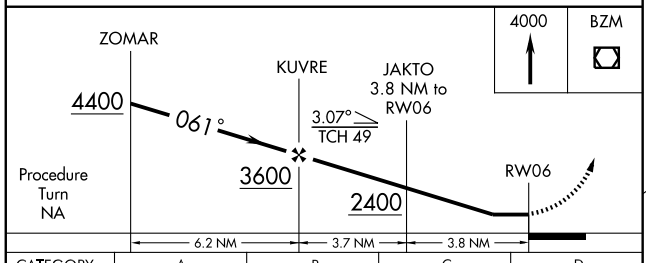
NA

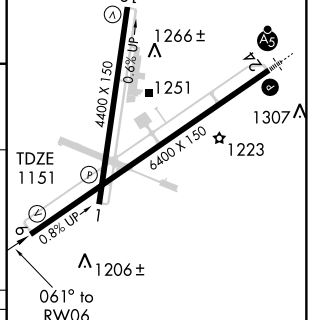
GPS or RNP-0.3 Required.
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 4000 direct BZM VOR/DME and hold.

ASOS	ATLANTA CENTER	HICKORY TOWER ★	ATLANTA CLNC DEL	GND CON	CLNC DEL
118.325	125.15 263.0	128.15 (CTAF) L	124.25 (when tower closed)	121.7	121.7







CATEGORY	A	B	C	D
LNAV MDA	1640-1	489 (500-1)	1640-1¼ 489 (500-1¼)	1640-1½ 489 (500-1½)
CIRCLING	1640-1	451 (500-1)	1640-1½ 451 (500-1½)	1740-2 551 (600-2)

HIRL Rwy 6-24 L
MIRL Rwy 1-19 L
REIL Rwy 1 L
REIL Rwys 6 and 19

SE-2, 22 OCT 2009 to 19 NOV 2009

APP CRS	Rwy Idg	4400
194°	TDZE	1167
	Apt Elev	1189

RNAV (GPS) RWY 19

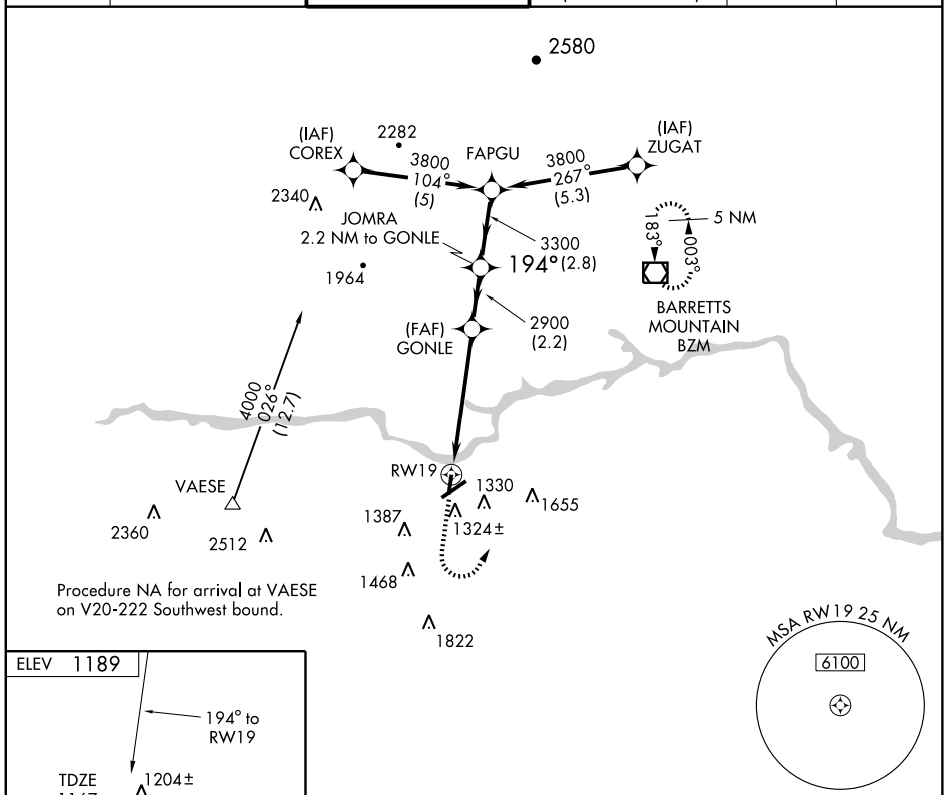
HICKORY RGNL (HKY)

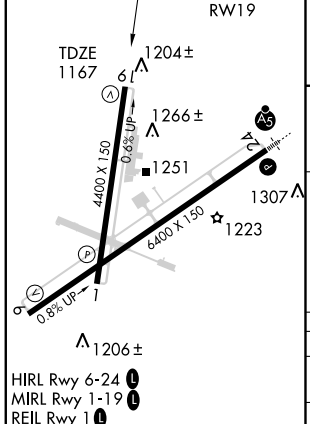
NA

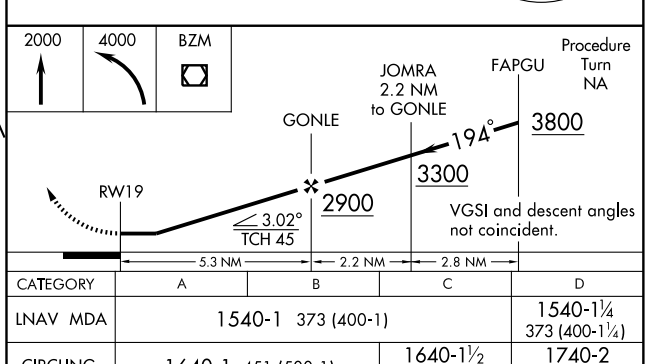
GPS or RNP-0.3 Required.
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2000 then climbing left turn to 4000 direct BZM VOR/DME and hold.

ASOS	ATLANTA CENTER	HICKORY TOWER ★	ATLANTA CLNC DEL	GND CON	CLNC DEL
118.325	125.15 263.0	128.15 (CTAF) L	124.25 (when tower closed)	121.7	121.7







CATEGORY	A	B	C	D
LNAV MDA	1540-1 373 (400-1)			1540-1¼ 373 (400-1¼)
CIRCLING	1640-1 451 (500-1)		1640-1½ 451 (500-1½)	1740-2 551 (600-2)

SE-2, 22 OCT 2009 to 19 NOV 2009

APP CRS		
256°	Rwy Idg	6400
	TDZE	1189
	Apt Elev	1189

RNAV (GPS) RWY 24

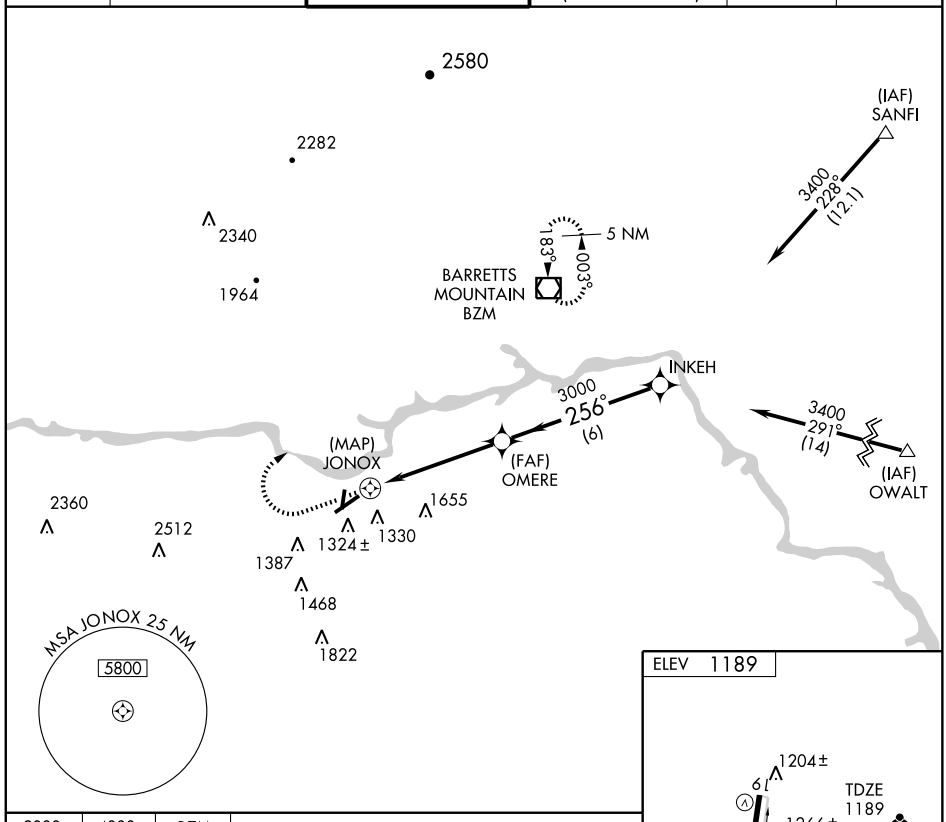
HICKORY RGNL (HKY)

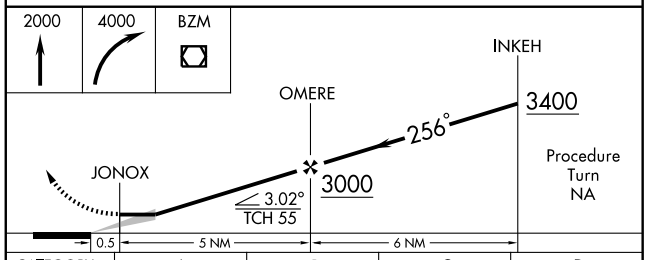
GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA. For inoperative MALSR, increase LNAV Cat. D visibility to 1¼ mile.

MALSR

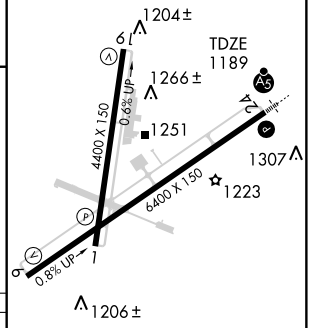
MISSED APPROACH: Climb to 2000 then climbing right turn to 4000 direct BZM VOR/DME and hold.

ASOS	ATLANTA CENTER	HICKORY TOWER ★	ATLANTA CLNC DEL	GND CON	CLNC DEL
118.325	125.15 263.0	128.15 (CTAF) L	124.25 (when tower closed)	121.7	121.7





CATEGORY	A	B	C	D
LNAV MDA	1560-½ 371 (400-½)			1560-1 371 (400-1)
CIRCLING	1640-1 451 (500-1)		1640-1½ 451 (500-1½)	1740-2 551 (600-2)



HIRL Rwy 6-24 L
MIRL Rwy 1-19 L
REIL Rwy 1 L
REIL Rwys 6 and 19

SE-2. 22 OCT 2009 to 19 NOV 2009

VOR/DME BZM	APP CRS	Rwy Idg	6400
110.8	228°	TDZE	1189
Chan 45		Apt Elev	1189

VOR/DME RWY 24

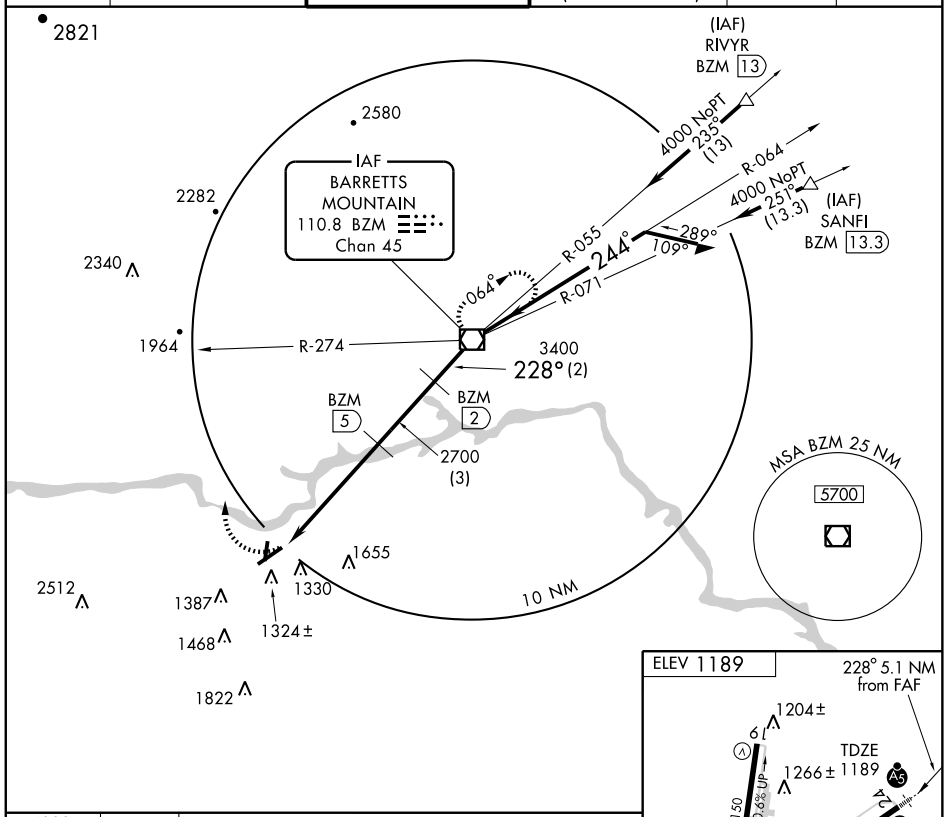
HICKORY RGNL (HKY)

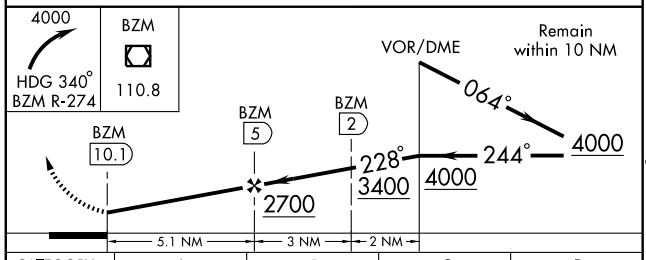
Inoperative table does not apply.

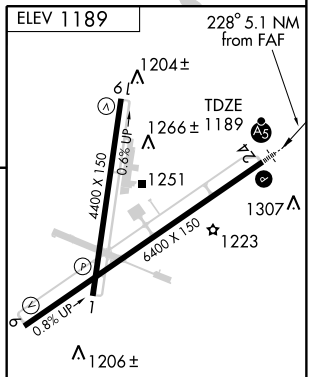
MALSR

MISSED APPROACH: Climbing right turn to 4000 via heading 340° and BZM R-274 to BZM VOR/DME and hold.

ASOS	ATLANTA CENTER	HICKORY TOWER ★	ATLANTA CLNC DEL	GND CON	CLNC DEL
118.325	125.15 263.0	128.15 (CTAF) L	124.25 (when tower closed)	121.7	121.7



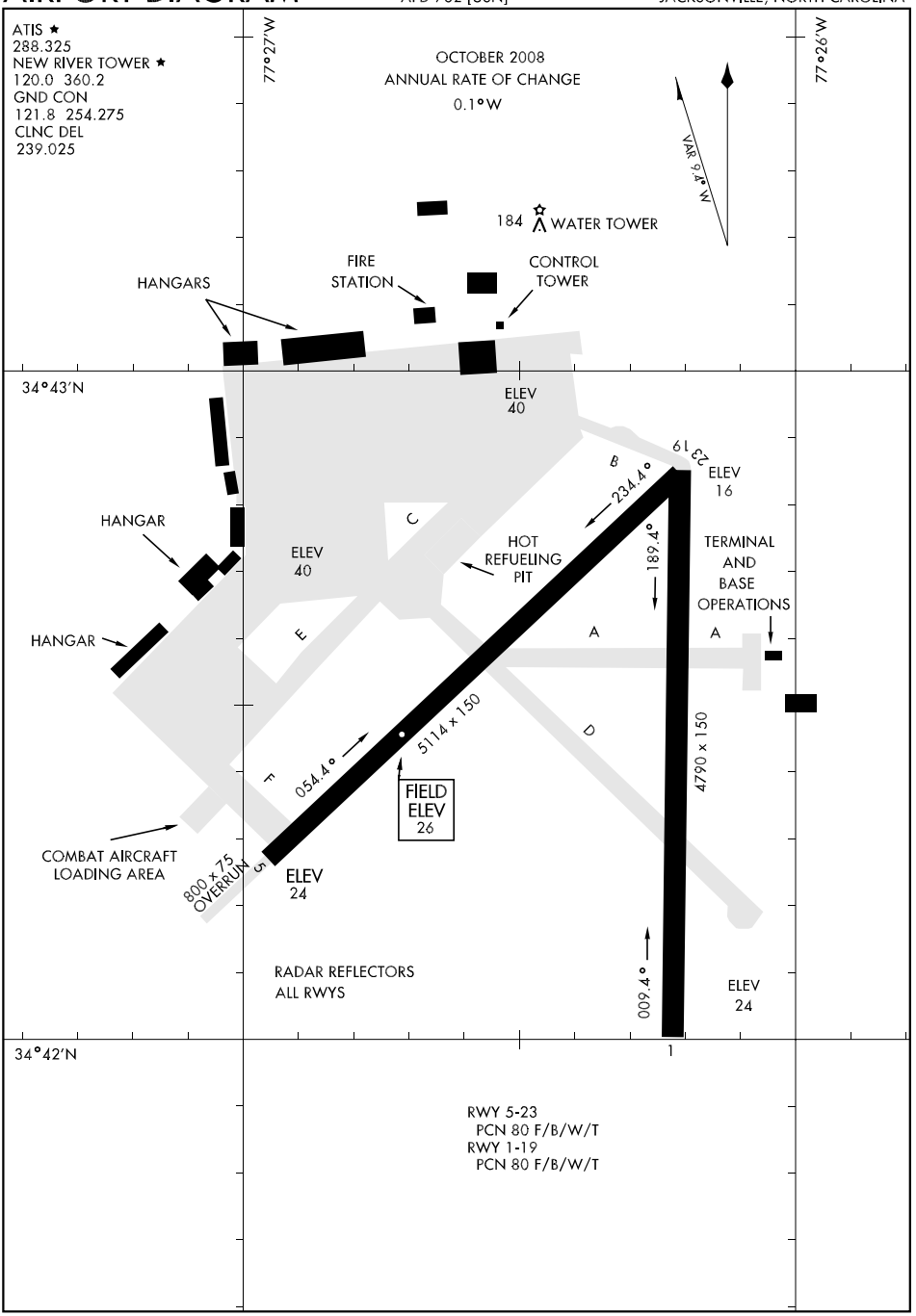




CATEGORY	A	B	C	D
S-24	1560-1 371 (400-1)			1560-1¼ 371 (400-1¼)
CIRCLING	1640-1 451 (500-1)		1640-1½ 451 (500-1½)	1740-2 551 (600-2)

HIRL Rwy 6-24 L
MIRL Rwy 1-19 L
REIL Rwy 1 L
REIL Rwys 6 and 19

SE-2, 22 OCT 2009 to 19 NOV 2009



SE-2, 22 OCT 2009 to 19 NOV 2009

ILS or LOC/DME RWY 1

LOC I-NCA	APCH CRS	Rwy ldg	4790
111.10	008°	TDZE	24
		Arpt Elev	26

AL-732 [USN]

NEW RIVER MCAS (MC CUTCHEON FLD) (KNCA)

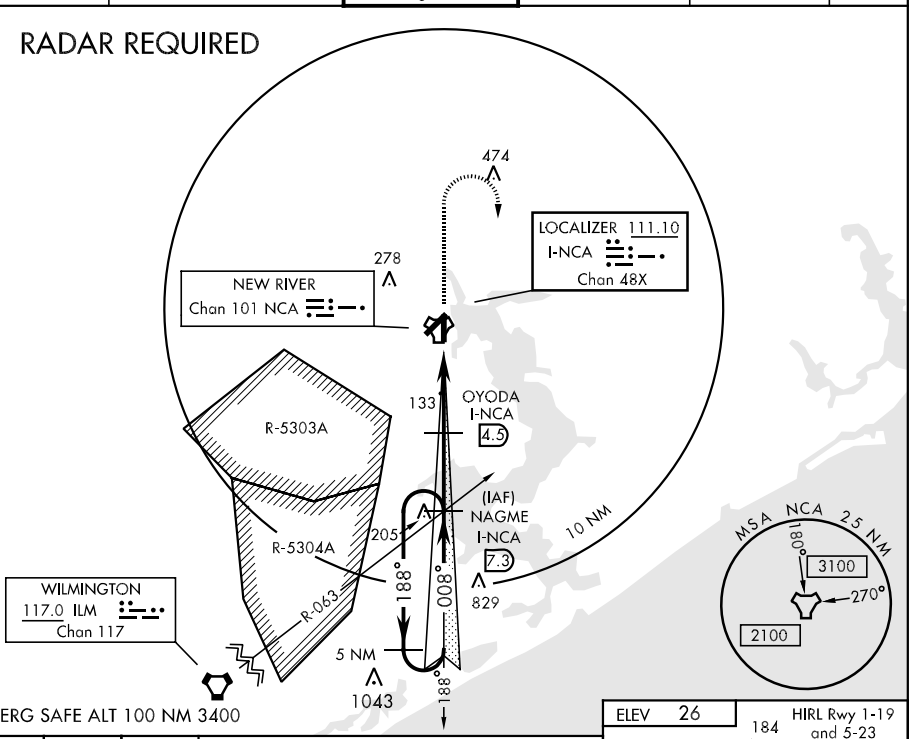
*When ALS inop, increase CAT AB vis to ¾ mile.
**When ALS inop, increase CAT ABC vis to 1 mile, CAT D vis to 1¼ miles.
***When ALS inop, increase vis to ½ mile.

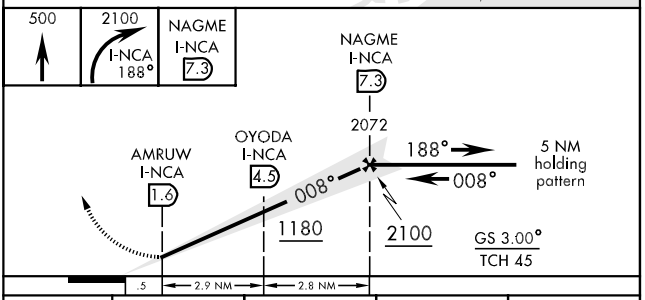
SALSF

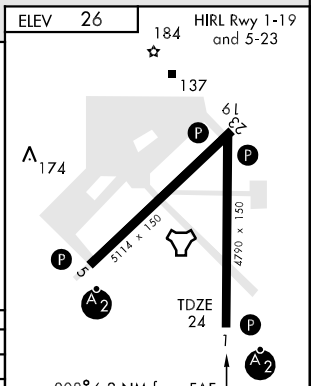
MISSED APPROACH: Climb to 500, then climbing right turn to 2100 via I-NCA south crs to NAGME and hold.

ATIS ★	CHERRY POINT APP CON	NEW RIVER TOWER ★	GND CON	CLNC DEL	ASR/PAR
288.325	119.35 377.175	120.0 ★ 360.2	121.8 254.275	239.025	

RADAR REQUIRED







CATEGORY	A	B	C	D
S-ILS 1 *	224-½ 200 (200-½)		224-¾ 200 (200-¾)	
S-LOC 1 **	400-¾ 376 (400-¾)			400-1 376 (400-1)
CIRCLING	500-1 474 (500-1)		500-1½ 474 (500-1½)	580-2 554 (600-2)
S-PAR 1 ***	124-¼ 100 (100-¼) GS 3.0°			

FAF to MAP 5.7 NM

Knots	60	90	120	150	180
Min:Sec	5:42	3:48	2:51	2:17	1:54

SE-2, 22 OCT 2009 to 19 NOV 2009

RNAV (GPS) RWY 1

APCH CRS	Rwy ldg	4790
008°	TDZE	24
	Arpt Elev	26

AL-732 [USN] NEW RIVER MCAS (MC CUTCHEON FLD)(KNCA)

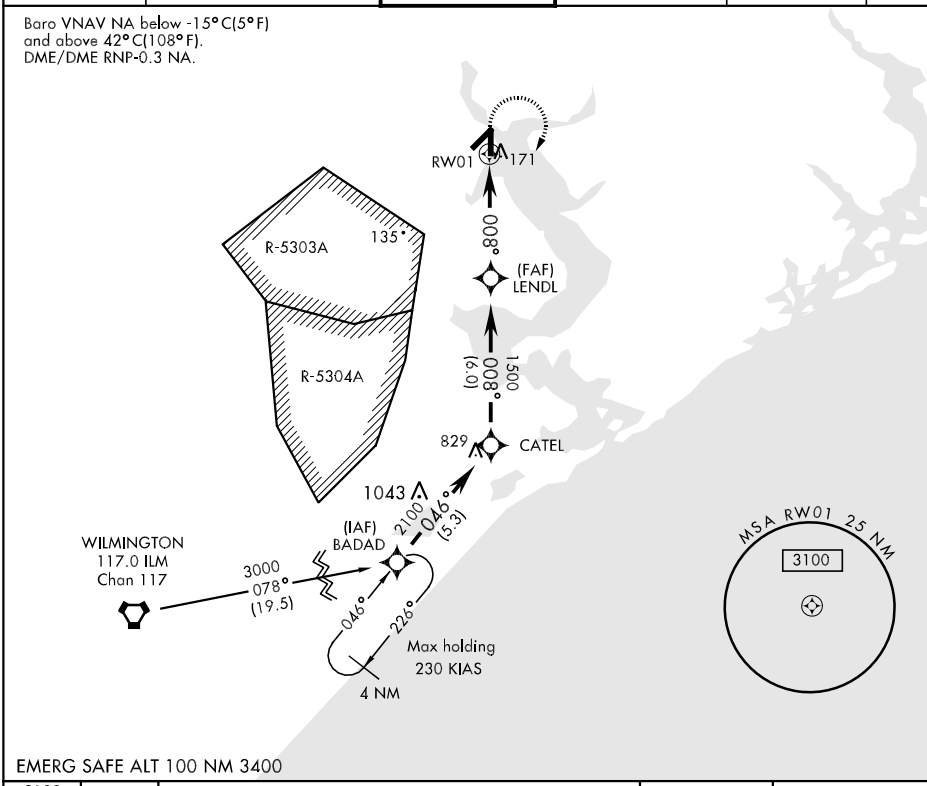
* When ALS inop, increase vis CAT ABCD to 1 mile.
** When ALS inop, increase vis CAT AB to 1 mile, CAT CD to 1¼ miles.
*** When ALS inop, increase vis CAT ABCD to ½ mile.

SALSF

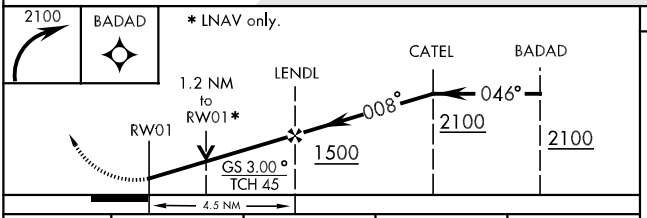
MISSED APPROACH: Climbing right turn to 2100 direct BADAD and hold.

ATIS ★	CHERRY POINT APP CON	NEW RIVER TOWER★	GND CON	CLNC DEL	ASR/PAR
288.325	119.35 377.175	120.0 360.2	121.8 254.275	239.025	

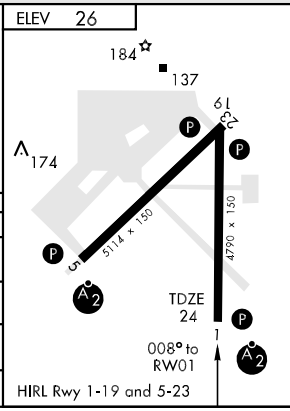
Baro VNAV NA below -15°C(5°F) and above 42°C(108°F).
DME/DME RNP-0.3 NA.



EMERG SAFE ALT 100 NM 3400



CATEGORY	A	B	C	D
LNAV/ VNAV DA *	340-¾ 316 (400-¾)			
LNAV MDA **	440-¾ 416 (500-¾)		440-1 416 (500-1)	
CIRCLING	500-1 474 (500-1)		500-1½ 474 (500-1½)	580-2 554 (600-2)
S-PAR 1 ***	124-¼ 100 (100-¼)			GS 3.0°



SE-2, 22 OCT 2009 to 19 NOV 2009

RNAV (GPS) RWY 19

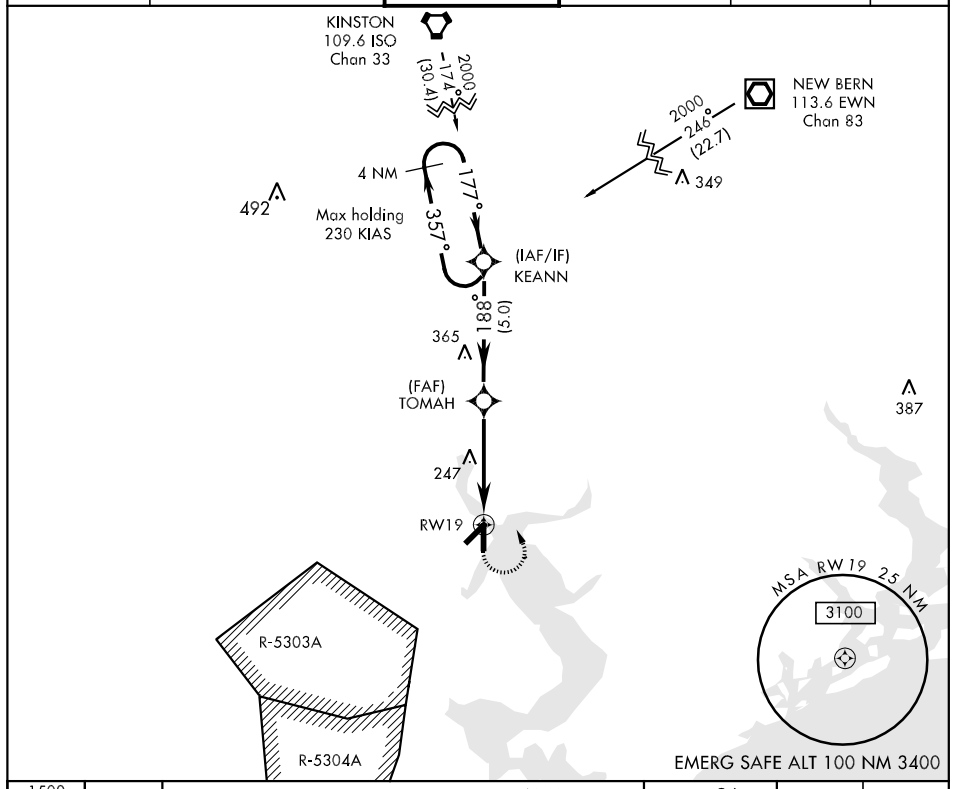
APCH CRS	Rwy ldg	4790
188°	TDZE	23
	Arpt Elev	26

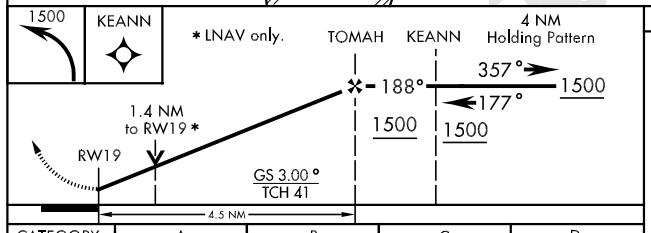
AL-732 [USN] NEW RIVER MCAS (MC CUTCHEON FLD)(KNCA)

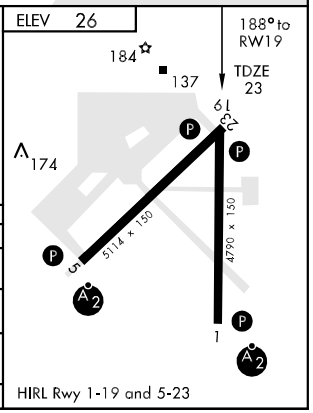
Baro VNAV NA below -15°C(5°F) and above 42°C(108°F).
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climbing left turn to 1500 direct KEANN and hold.

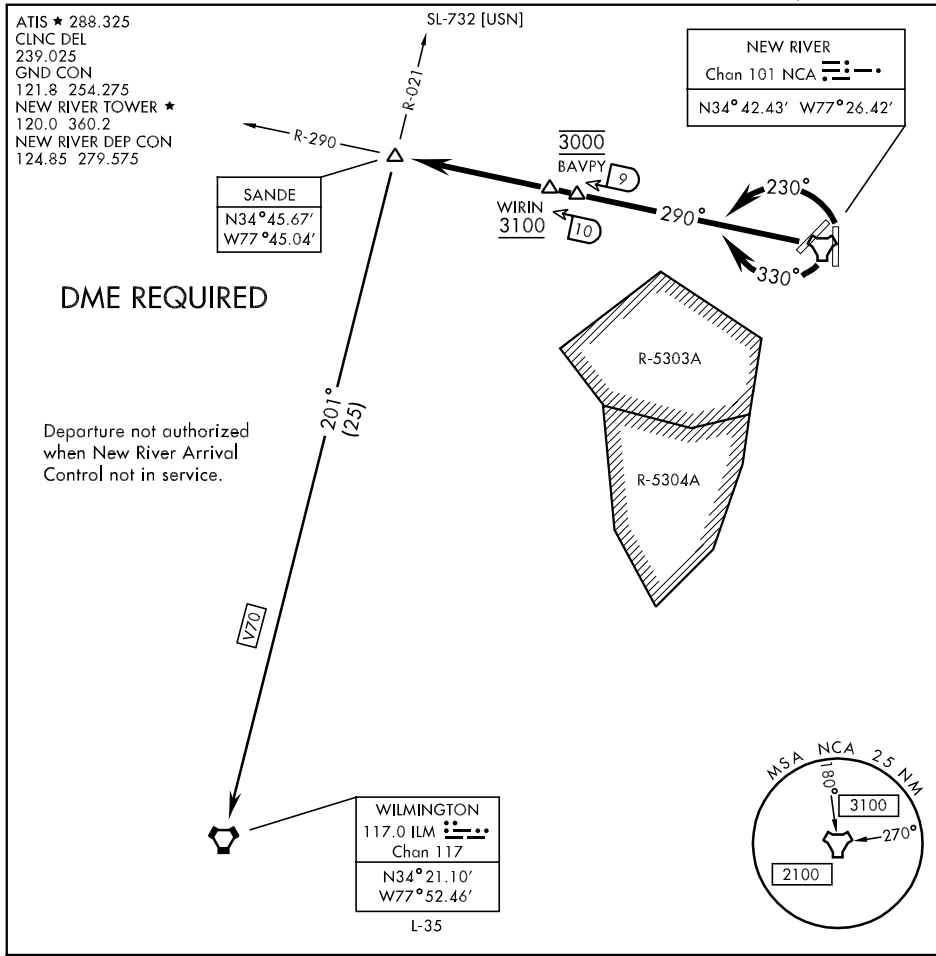
ATIS ★	CHERRY POINT APP CON	NEW RIVER TOWER★	GND CON	CLNC DEL	ASR/PAR
288.325	119.35 377.175	120.0 ★ 360.2	121.8 254.275	239.025	







CATEGORY	A	B	C	D
LNAV/ VNAV DA	360-1¼ 337 (400-1¼)			
LNAV MDA	500-1 477 (500-1)		500-1¼ 477 (500-1¼)	500-1½ 477 (500-1½)
CIRCLING	500-1¼ 474 (500-1¼)		500-1½ 474 (500-1½)	580-2 554 (600-2)
S-PAR 19	123-½ 100	(100-½)	GS 3.00°	



SE-2, 22 OCT 2009 to 19 NOV 2009

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 1 or 5: Climbing left turn to 3000 via heading 230°, Thence . . .

TAKE-OFF RWY 19 or 23: Climbing right turn to 3000 via heading 330°, Thence . . .

. . .Intercept NCA R-290 direct SANDE INT, then via assigned route/transition. Cross BAVPY at 3000. Cross WIRIN at or above 3100. Expect filed altitude ten minutes after departure.

WILMINGTON TRANSITION (SANDE1.ILM): Via ILM R-021 direct ILM VORTAC, then as filed.

TACAN	APCH CRS	Rwy Idg	4790
NCA		TDZE	24
Chan 101	357°	Arpt Elev	26

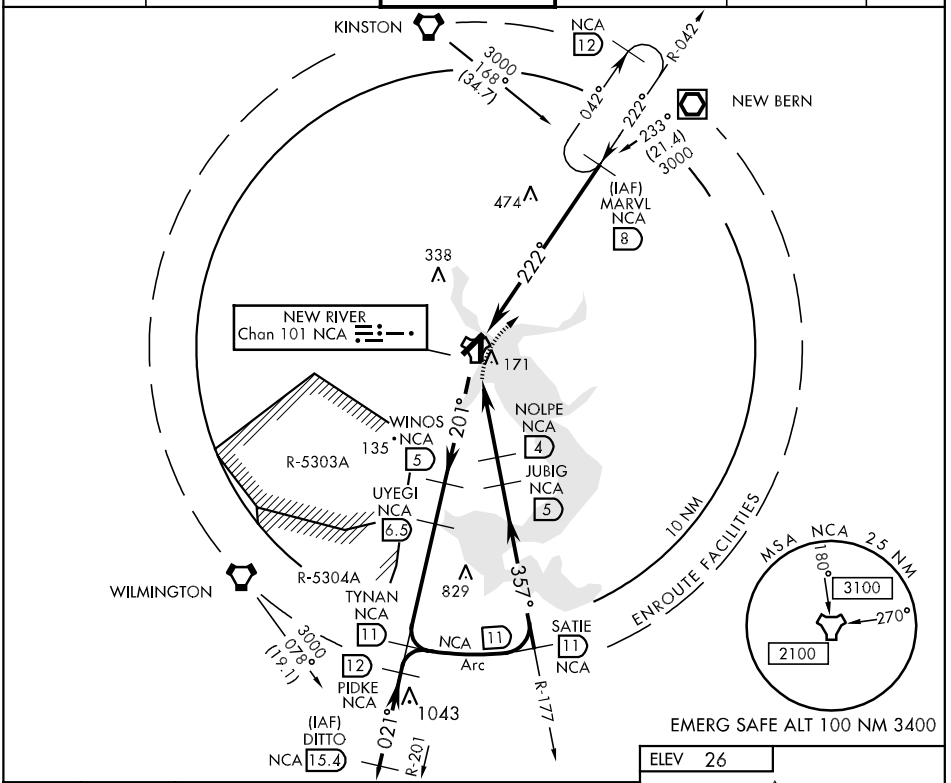
AL-732 [USN] NEW RIVER MCAS (MC CUTCHEON FLD) (KNCA)

* When ALS inop, increase vis CAT AB to 1 mile, CAT CD to 1¼ mile.
** When ALS inop, increase vis CAT ABCD to ½ mile.

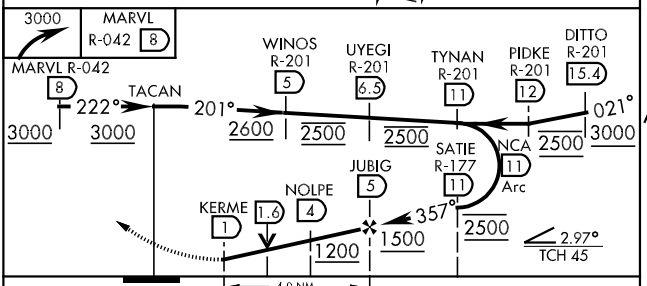
SALSF

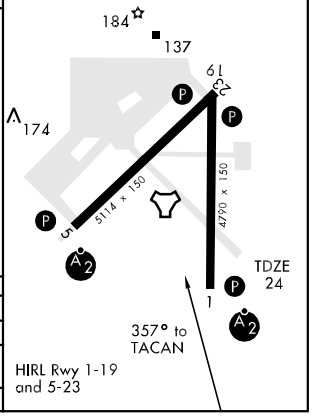
MISSED APPROACH: Climbing right turn to 3000 via NCA R-042 direct MARVL (R-042/8 DME) and hold.

ATIS ★	CHERRY POINT APP CON	NEW RIVER TOWER ★	GND CON	CLNC DEL	ASR/PAR
288.325	119.35 377.175	120.0 360.2	121.8 254.275	239.025	



EMERG SAFE ALT 100 NM 3400





CATEGORY	A	B	C	D
S-1 *	440-¾ 416 (500-¾)		440-1 416 (500-1)	
CIRCLING	500-1 474 (500-1)		500-1½ 474 (500-1½)	580-2 554 (600-2)
S-PAR 1 **	124-¼ 100 (100-¼) GS 3.0°			

JACKSONVILLE, NORTH CAROLINA 34° 43'N-77° 26'W NEW RIVER MCAS (MC CUTCHEON FLD) (KNCA)

08325

TACAN RWY 5

TACAN NCA Chan 101	APCH CRS 064°	Rwy ldg 5114 TDZE 26 Arpt Elev 26

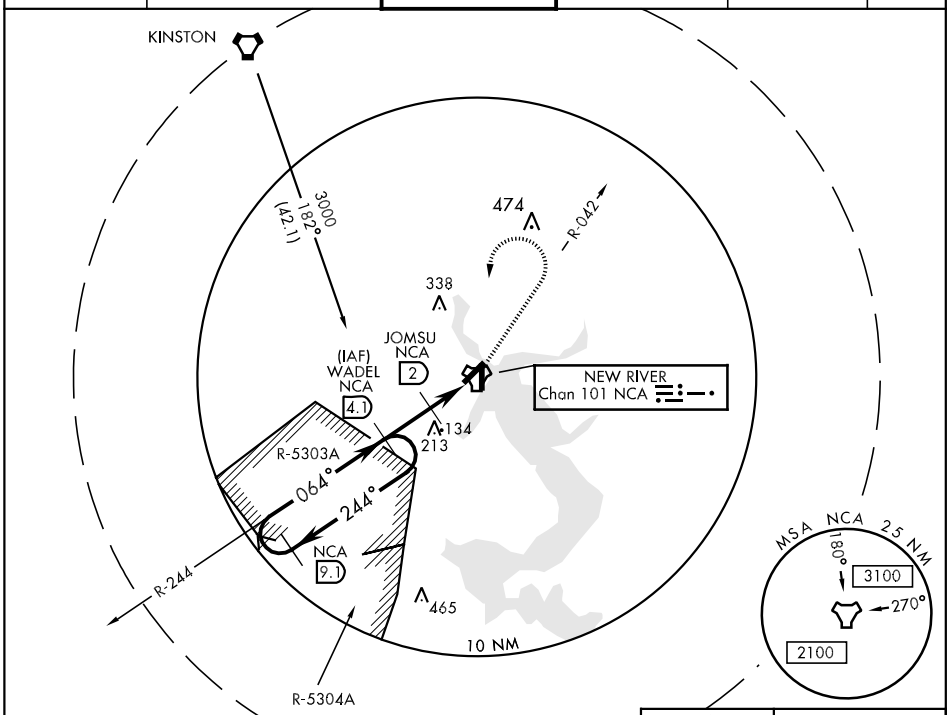
AL-732 [USN] NEW RIVER MCAS (MC CUTCHEON FLD)(KNCA)

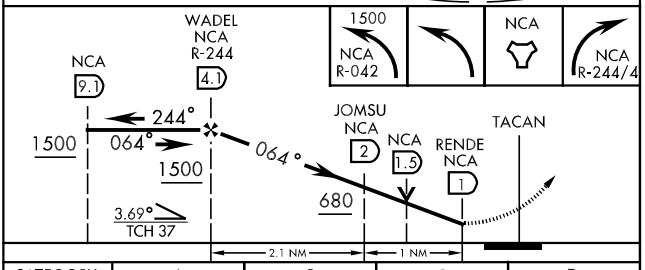
* When ALS inop, increase vis CAT ABC to 1 mile, CAT D to 1¼ mile.
** When ALS inop, increase vis CAT ABCD to ½ mile.

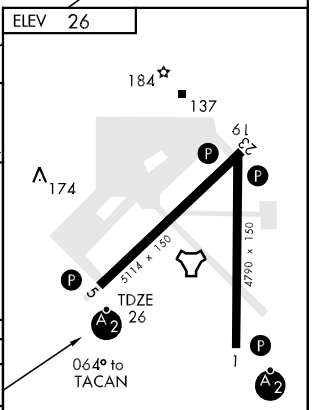
SALSF (A2)

MISSED APPROACH: Climbing left turn to 1500 via NCA R-042. Then left turn direct NCA TACAN, then via NCA R-244 direct WADEL and hold.

ATIS ★	CHERRY POINT APP CON	NEW RIVER TOWER★	GND CON	CLNC DEL	ASR/PAR
288.325	119.35 377.175	120.0 (L)★ 360.2	121.8 254.275	239.025	







CATEGORY	A	B	C	D
S-5*	400-¾ 374 (400-¾)			400-1 374 (400-1)
CIRCLING	500-1 474 (500-1)		500-1½ 474 (500-1½)	580-2 554 (600-2)
S-PAR 5 **	126-¼ 100 (100-¼) GS 3.00°			

SE-2, 22 OCT 2009 to 19 NOV 2009

TACAN RWY 19

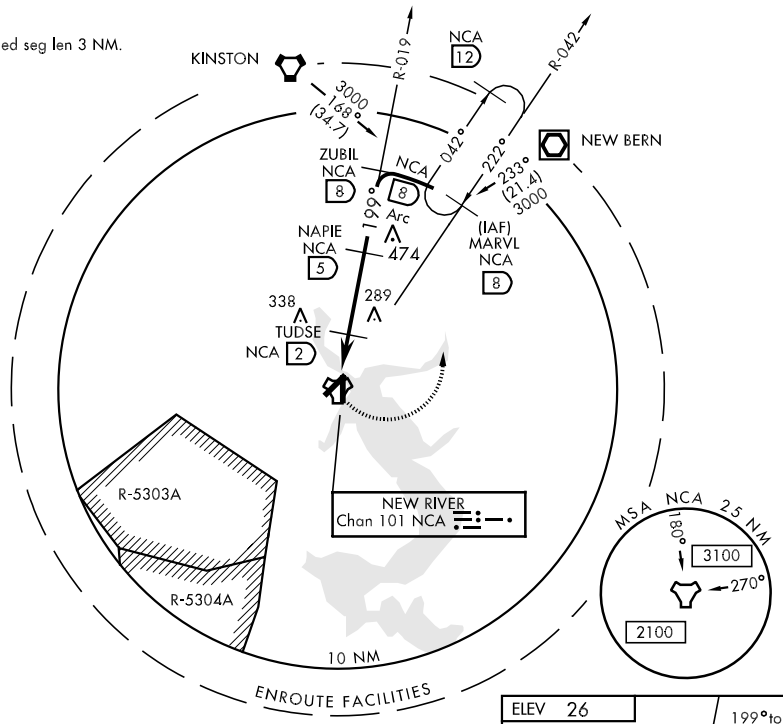
TACAN	APCH CRS	Rwy ldg	4790
Chan 101	199°	TDZE	23
		Arpt Elev	26

AL-732 [USN] NEW RIVER MCAS (MC CUTCHEON FLD)(KNCA)

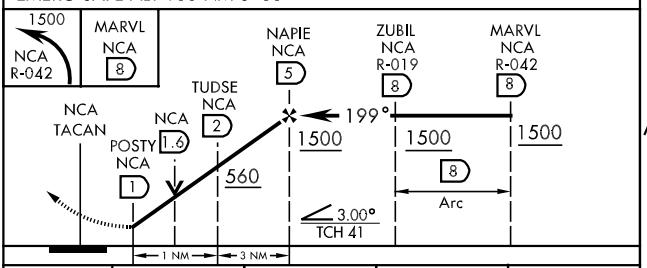
MISSED APPROACH: Climbing left turn to 1500 via NCA R-042 direct MARVL (R-042/8 DME) and hold.

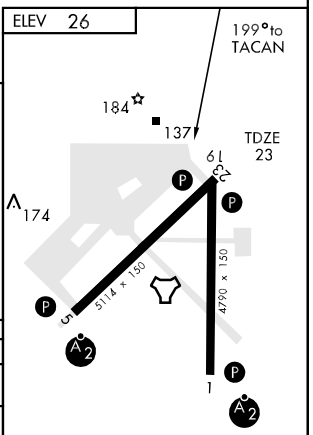
ATIS ★	CHERRY POINT APP CON	NEW RIVER TOWER★	GND CON	CLNC DEL	ASR/PAR
288.325	119.35 377.175	120.0 360.2	121.8 254.275	239.025	

CAUTION: Intmed seg len 3 NM.



EMERG SAFE ALT 100 NM 3400





CATEGORY	A	B	C	D
S-19	440-1 417 (500-1)		440-1¼ 417 (500-1¼)	
CIRCLING	500-1 474 (500-1)		500-1½ 474 (500-1½)	580-2 554 (600-2)
S-PAR 19	123-½ 100 (100-½) GS 3.00°			

SE-2, 22 OCT 2009 to 19 NOV 2009

TACAN RWY 23

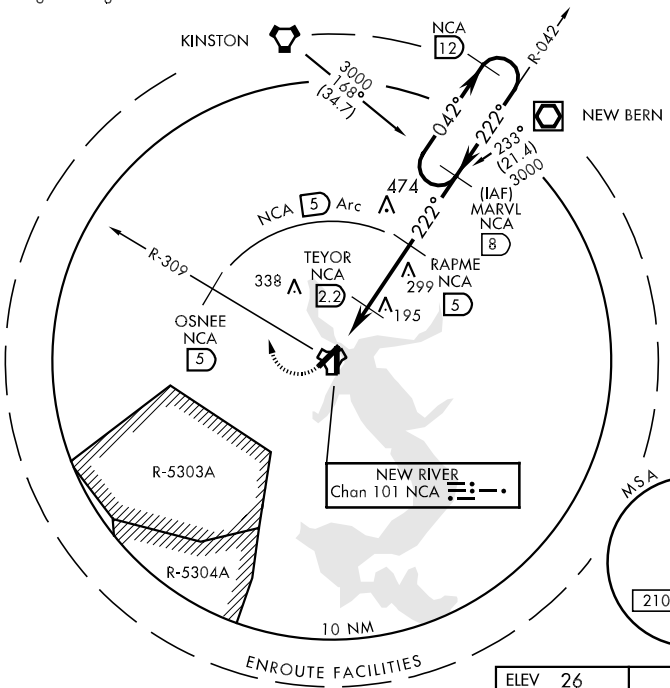
TACAN NCA Chan 101	APCH CRS 222°	Rwy Idg 5114 TDZE 25 Arpt Elev 26

AL-732 [USN] NEW RIVER MCAS (MC CUTCHEON FLD)(KNCA)

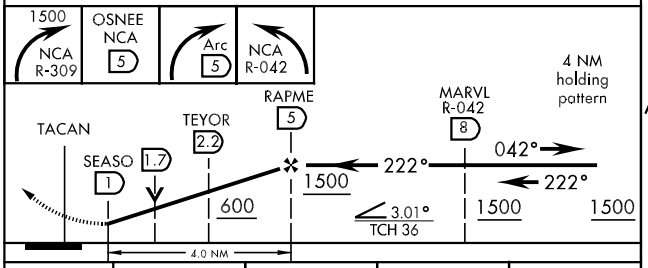
MISSED APPROACH: Climbing right turn to 1500 via NCA R-309 to OSNEE. Arc N via NCA TACAN 5 DME Arc to RAPME, then via R-042 direct MARVL (R-042/8 DME) and hold.

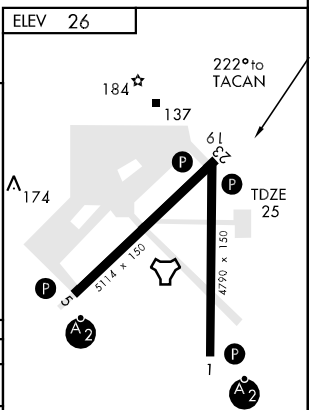
ATIS ★	CHERRY POINT APP CON	NEW RIVER TOWER★	GND CON	CLNC DEL	ASR/PAR
288.325	119.35 377.175	120.0 360.2	121.8 254.275	239.025	

CAUTION: Intmed segment length 3 NM.



EMERG SAFE ALT 100 NM 3400





CATEGORY	A	B	C	D
S-23	440-1 415 (500-1)		440-1¼ 415 (500-1¼)	
CIRCLING	500-1 474 (500-1)		500-1½ 474 (500-1½)	580-2 554 (600-2)
S-PAR 23	125-½ 100 (100-½) GS 3.00°			

SE-2, 22 OCT 2009 to 19 NOV 2009

LOC/DME I-OAJ	APP CRS	Rwy Idg	7100
108.7	052°	TDZE	90
Chan 24		Apt Elev	94

ILS or LOC RWY 5

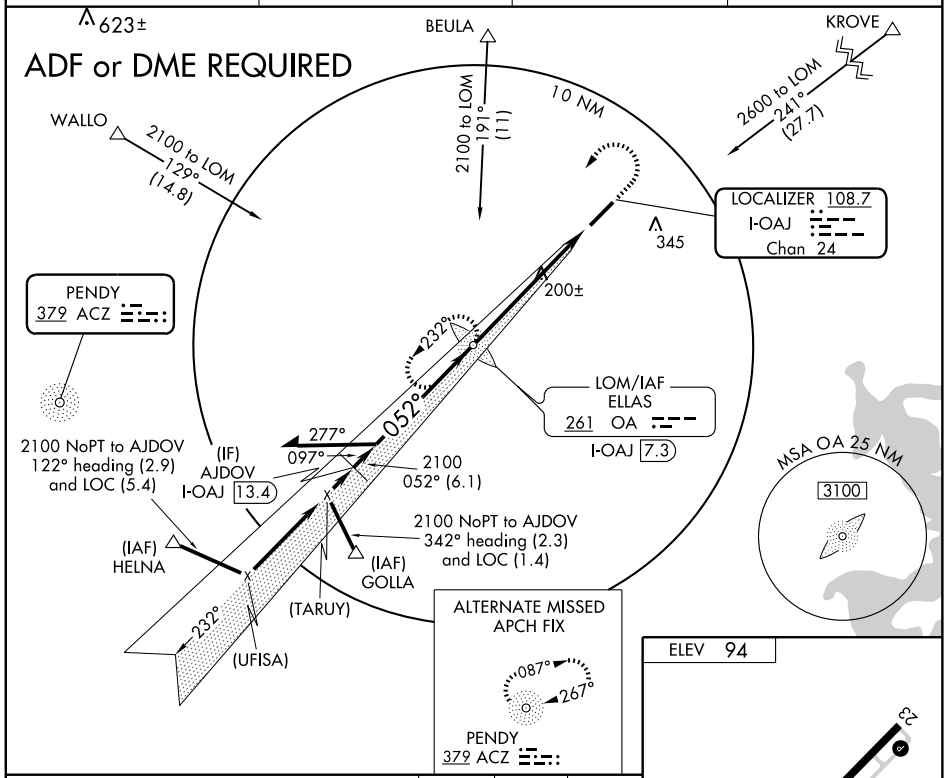
JACKSONVILLE/ALBERT J. ELLIS (OAJ)

ADF REQUIRED. When local altimeter setting not received, use Wilmington altimeter setting and increase all DA/MDA 100 feet, increase S-ILS all Cats and S-LOC Cats C/D visibility ¼ mile. VDP NA when using Wilmington altimeter setting.

MALSR

MISSED APPROACH: Climb to 600 then climbing left turn to 2100 direct ELLAS LOM/I-OAJ 7.3 DME and hold.

AWOS-3	WILMINGTON APP CON ★	CLNC DEL	UNICOM
124.475	135.75 257.6 346.35	121.4	123.0 (CTAF) L



CATEGORY	A	B	C	D
S-ILS 5	290-½ 200 (200-½)			
S-LOC 5	460-½ 370 (400-½)			460-¾ 370 (400-¾)
CIRCLING	500-1 406 (500-1)	560-1 466 (500-1)	560-1½ 466 (500-1½)	660-2 566 (600-2)

FAF to MAP 6 NM

Knots	60	90	120	150	180
Min:Sec	6:00	4:00	3:00	2:24	2:00

SE-2, 22 OCT 2009 to 19 NOV 2009

LOM OA	APP CRS	Rwy Idg	7100
261	052°	TDZE	90
		Apt Elev	94

NDB RWY 5

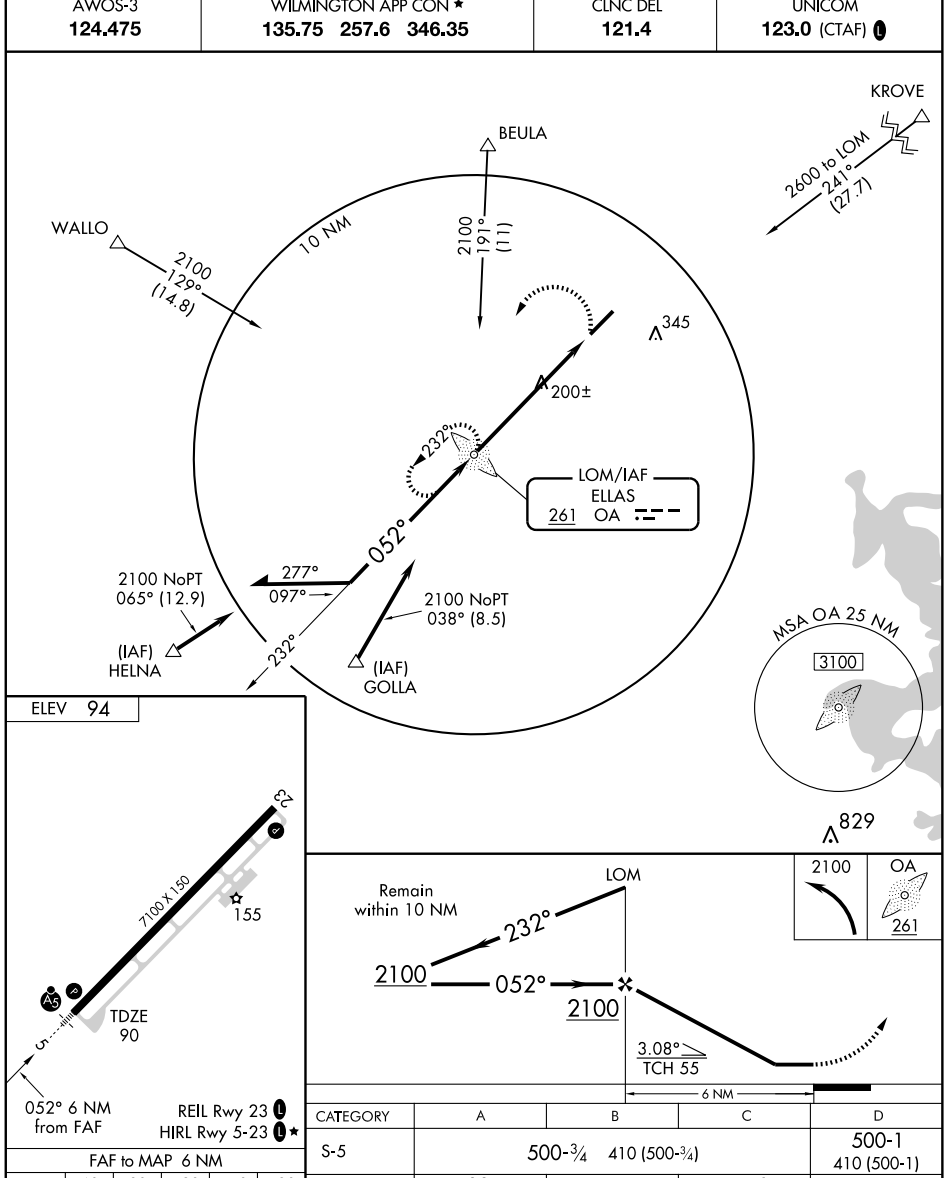
JACKSONVILLE/ALBERT J. ELLIS (OAJ)

T A NA — When local altimeter setting not received, use Wilmington altimeter setting and increase all MDAs 100 feet and S-5 visibility Cats C and D ½ mile.

MALSR

MISSED APPROACH: Climbing left turn to 2100 direct OA LOM and hold.

AWOS-3	WILMINGTON APP CON ★	CLNC DEL	UNICOM
124.475	135.75 257.6 346.35	121.4	123.0 (CTAF) L



FAF to MAP 6 NM

Knots	60	90	120	150	180
Min:Sec	6:00	4:00	3:00	2:24	2:00

CATEGORY	A	B	C	D
S-5	500-¾ 410 (500-¾)			500-1 410 (500-1)
CIRCLING	500-1 406 (500-1)	560-1 466 (500-1)	560-1½ 466 (500-1½)	660-2 566 (600-2)

SE-2, 22 OCT 2009 to 19 NOV 2009

WAAS	APP CRS	Rwy Idg	7100
CH 49009	052°	TDZE	90
W05A		Apt Elev	94

RNAV (GPS) RWY 5

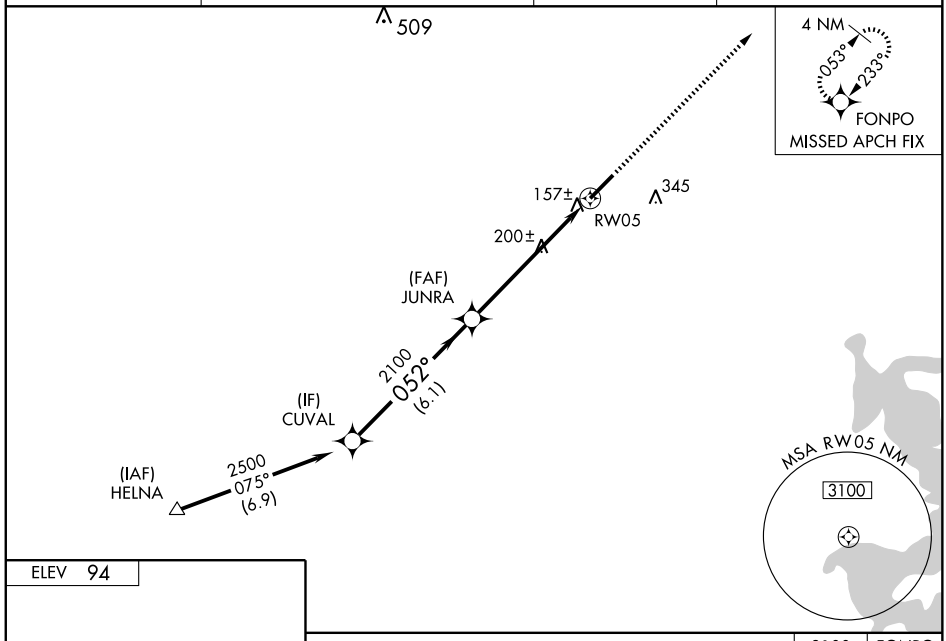
JACKSONVILLE/ALBERT J. ELLIS (OAJ)

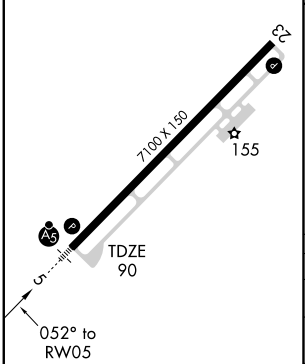
Baro-VNAV NA when using Wilmington altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (120°F). DME/DME RNP-0.3 NA. VDP NA when using Wilmington altimeter setting. When local altimeter setting not received, use Wilmington altimeter setting and increase all DA/MDA 100 feet, increase LPV and LNAV/VNAV visibility ¼ mile, LNAV Cat C ¼ mile. For inoperative MALSR increase LPV all Cats visibility to 1, LNAV Cat D visibility to 1¼ . For inoperative MALSR, when using Wilmington altimeter setting, increase LPV all Cats visibility to 1¼ miles.

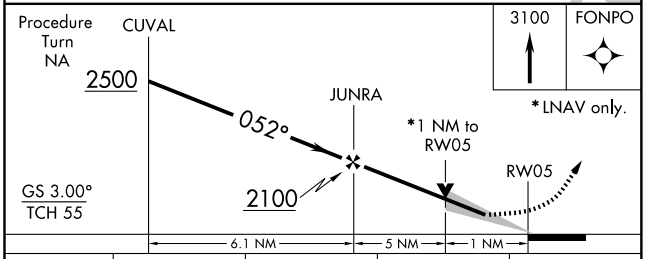
MALSR

MISSED APPROACH: Climb to 3100 direct FONPO and hold.

AWOS-3	WILMINGTON APP CON ★	CLNC DEL	UNICOM
124.475	135.75 257.6 346.35	121.4	123.0 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	375-½ 285 (300-½)			
LNAV/ VNAV DA	428-¾ 338 (400-¾)			
LNAV MDA	460-½ 370 (400-½)			460-1 370 (400-1)
CIRCLING	500-1 406 (500-1)	560-1 466 (500-1)	560-1½ 466 (500-1½)	660-2 566 (600-2)

SE-2, 22 OCT 2009 to 19 NOV 2009

LOC/DME I-JUH	APP CRS	Rwy Idg	4293
109.35	276°	TDZE	3156
Chan 30(Y)		Apt Elev	3180

LOC RWY 28

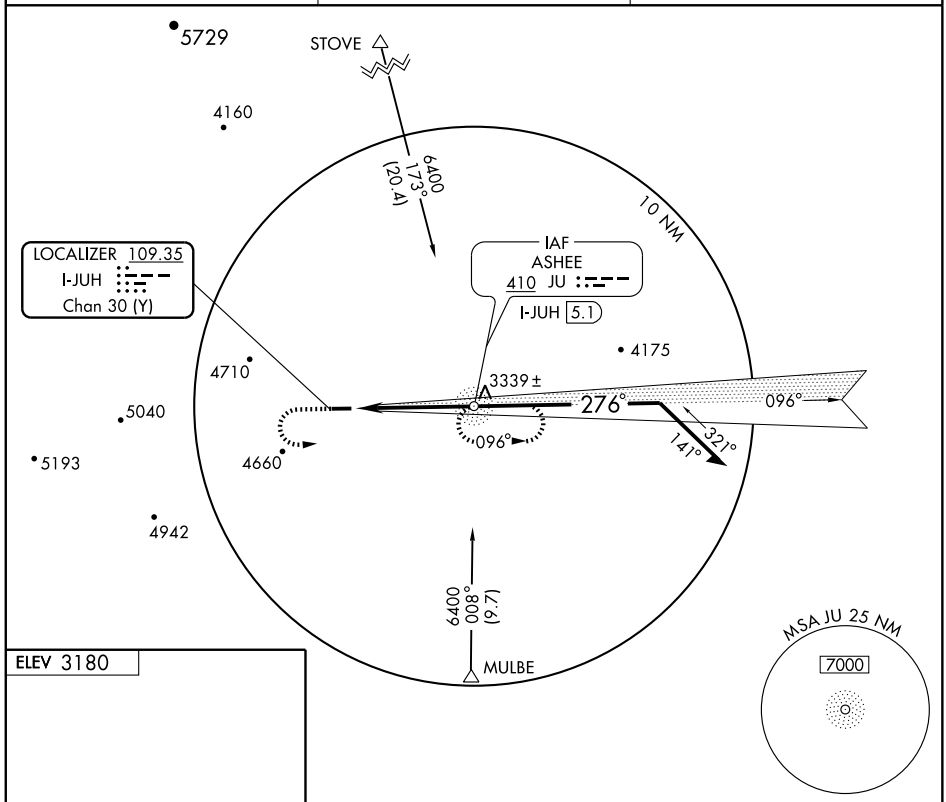
JEFFERSON/ ASHE COUNTY (GEV)

NA

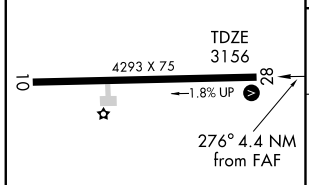
ADF REQUIRED

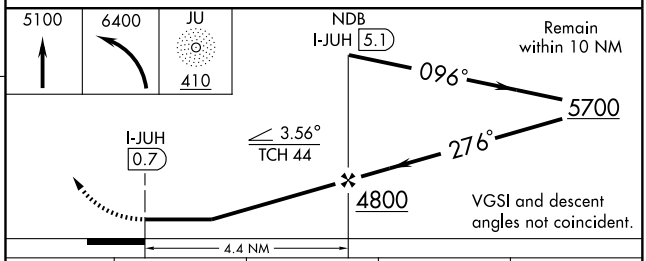
MISSED APPROACH: Climb to 5100 then climbing left turn to 6400 direct JU NDB and hold.

AWOS-3	ATLANTA CENTER	UNICOM
120.675	125.15 263.0	122.8 (CTAF)



ELEV 3180





REIL Rwy 28

MIRL Rwy 10-28

FAF to MAP 4.4 NM

Knots	60	90	120	150	180
Min:Sec	4:24	2:56	2:12	1:46	1:28

CATEGORY	A	B	C	D
S-28	4300-1¼ 1144 (1200-1¼)	4300-1½ 1144 (1200-1½)	4300-3 1144 (1200-3)	
CIRCLING	4300-1¼ 1120 (1200-1¼)	4300-1½ 1120 (1200-1½)	4300-3 1120 (1200-3)	4680-3 1500 (1500-3)

SE-2, 22 OCT 2009 to 19 NOV 2009

APP CRS		
276°	Rwy Idg	4293
	TDZE	3156
	Apt Elev	3180

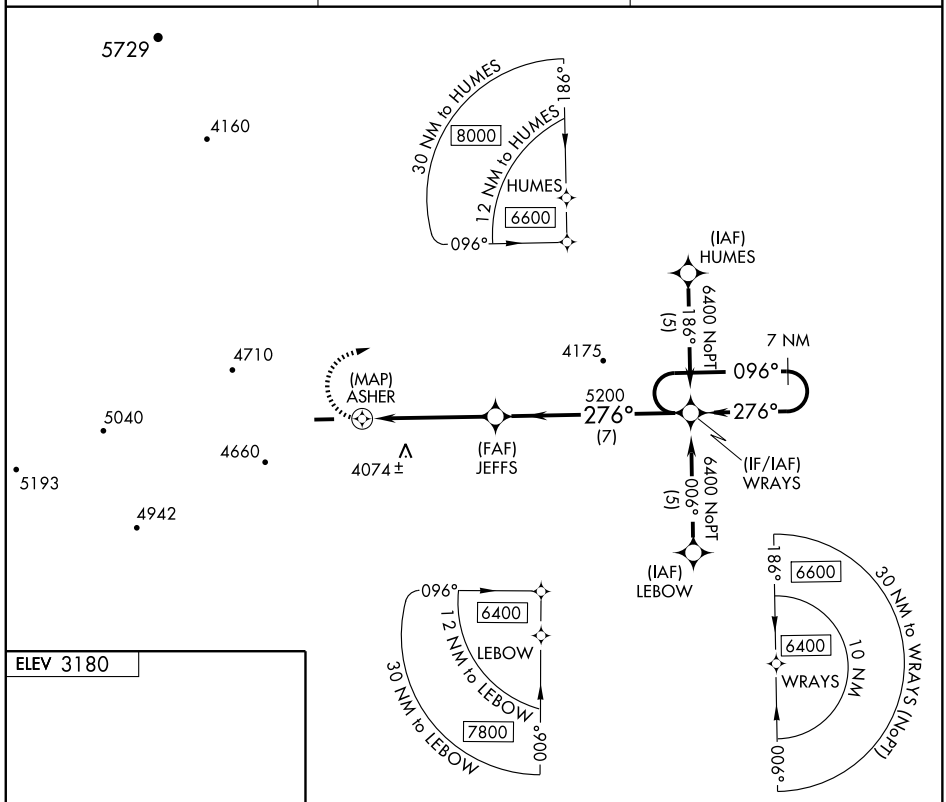
RNAV (GPS) RWY 28

JEFFERSON/ASHE COUNTY (GEV)

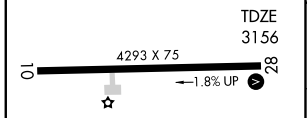
DME/DME RNP-0.3 NA. VDP NA when using Mountain Empire altimeter setting. When local altimeter setting not received, use Mountain Empire altimeter setting and increase all MDA 160 feet.

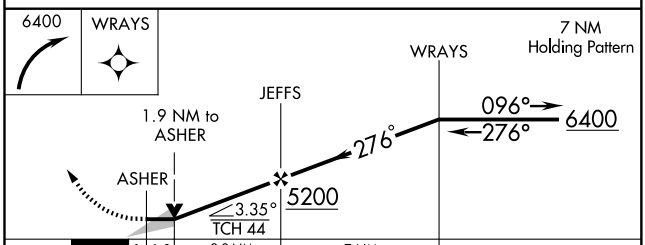
MISSED APPROACH: Climbing right turn to 6400 direct WRAYS and hold.

AWOS-3	ATLANTA CENTER	UNICOM
120.675	125.15 263.0	122.8 (CTAF) L ★



ELEV 3180





CATEGORY	A	B	C	D
LNAV MDA	4160-1¼ 1004 (1000-1¼)	4160-1½ 1004 (1000-1½)	4160-3 1004 (1000-3)	
CIRCLING	4280-1¼ 1100 (1100-1¼)	4280-1½ 1100 (1100-1½)	4280-3 1100 (1100-3)	4680-3 1500 (1500-3)

REIL Rwy 28 L ★
MIRL Rwy 10-28 L ★

SE-2, 22 OCT 2009 to 19 NOV 2009

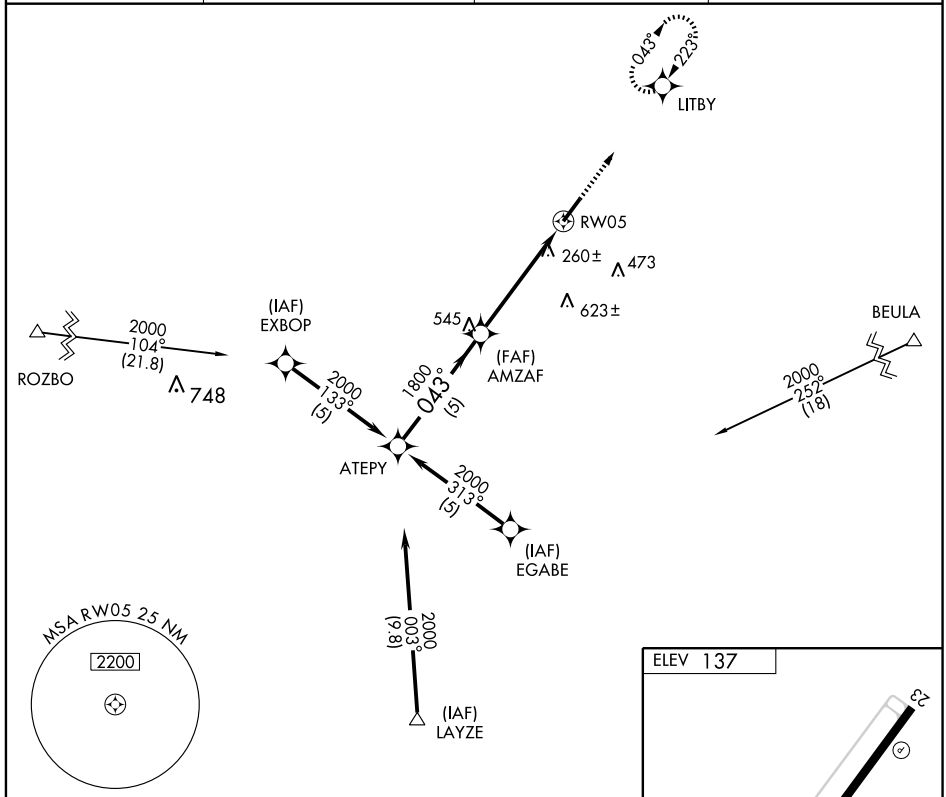
APP CRS	Rwy Idg	6002
043°	TDZE	136
	Apt Elev	137

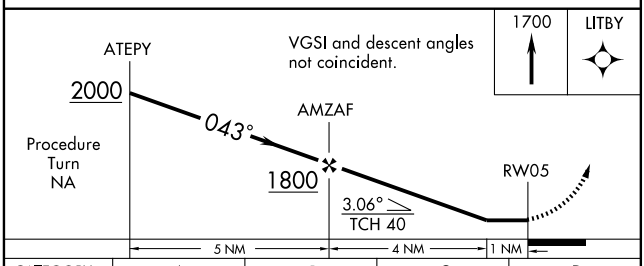
GPS RWY 5
KENANSVILLE/DUPLIN COUNTY (DPL)

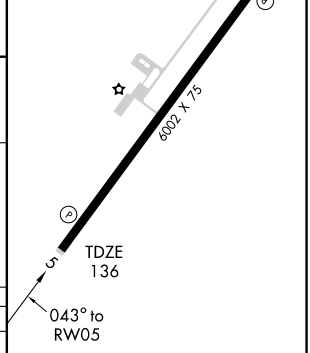
NA

MISSED APPROACH: Climb to 1700 direct LITBY WP and hold.

AWOS-3	SEYMOUR JOHNSON APP CON★	GCO	UNICOM
120.675	119.7 273.6	135.075	123.0 (CTAF) L







CATEGORY	A	B	C	D
S-5	520-1 384 (400-1)			520-1¼ 384 (400-1¼)
CIRCLING	560-1 423 (500-1)	600-1 463 (500-1)	600-1½ 463 (500-1½)	760-2 623 (700-2)

SE-2, 22 OCT 2009 to 19 NOV 2009

APP CRS	Rwy Idg	6002
223°	TDZE	137
	Apt Elev	137

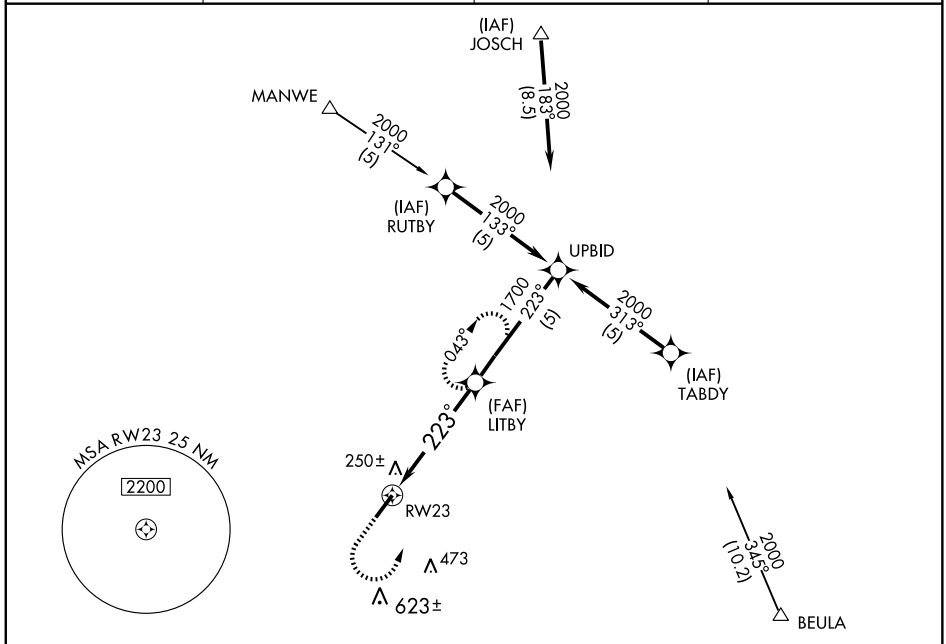
GPS RWY 23

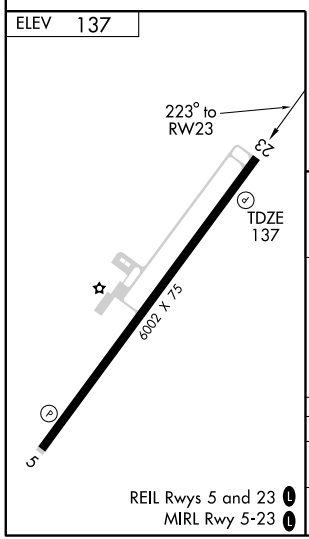
KENANSVILLE/ DUPLIN COUNTY (DPL)

NA

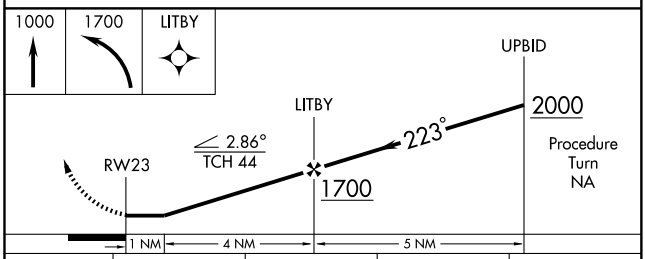
MISSED APPROACH: Climb to 1000 then climbing left turn to 1700 direct LITBY WP and hold.

AWOS-3	SEYMOUR JOHNSON APP CON★	GCO	UNICOM
120.675	119.7 273.6	135.075	123.0 (CTAF) L





REIL Rwys 5 and 23 L
MIRL Rwy 5-23 L



CATEGORY	A	B	C	D
S-23	500-1 363 (400-1)			500-1¼ 363 (400-1¼)
CIRCLING	560-1 423 (500-1)	600-1 463 (500-1)	600-1½ 463 (500-1½)	760-2 623 (700-2)

SE-2, 22 OCT 2009 to 19 NOV 2009

LOC I-PZR	APP CRS	Rwy Idg	6002
110.1	223°	TDZE	137
		Apt Elev	137

LOC RWY 23

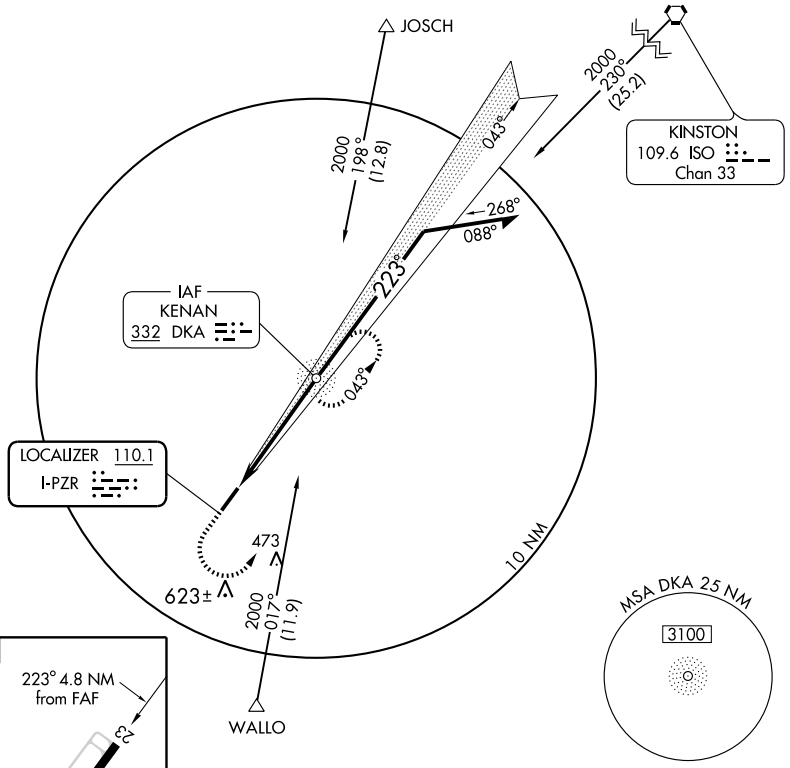
KENANSVILLE/DUPLIN COUNTY (DPL)

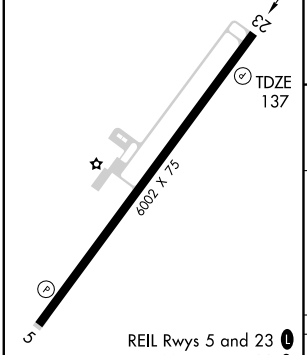
T
NA

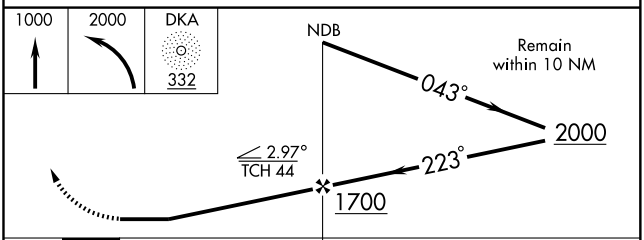
ADF REQUIRED

MISSED APPROACH: Climb to 1000 then climbing left turn to 2000 direct DKA NDB and hold.

AWOS-3	SEYMOUR JOHNSON APP CON★	GCO	UNICOM
120.675	119.7 273.6	135.075	123.0 (CTAF) L







FAF to MAP 4.8 NM					
Knots	60	90	120	150	180
Min:Sec	4:48	3:12	2:24	1:55	1:36

CATEGORY	A	B	C	D
S-23	560-1 423 (500-1)		560-1¼ 423 (500-1¼)	
CIRCLING	560-1 423 (500-1)	600-1 463 (500-1)	600-1½ 463 (500-1½)	760-2 623 (700-2)

SE-2, 22 OCT 2009 to 19 NOV 2009

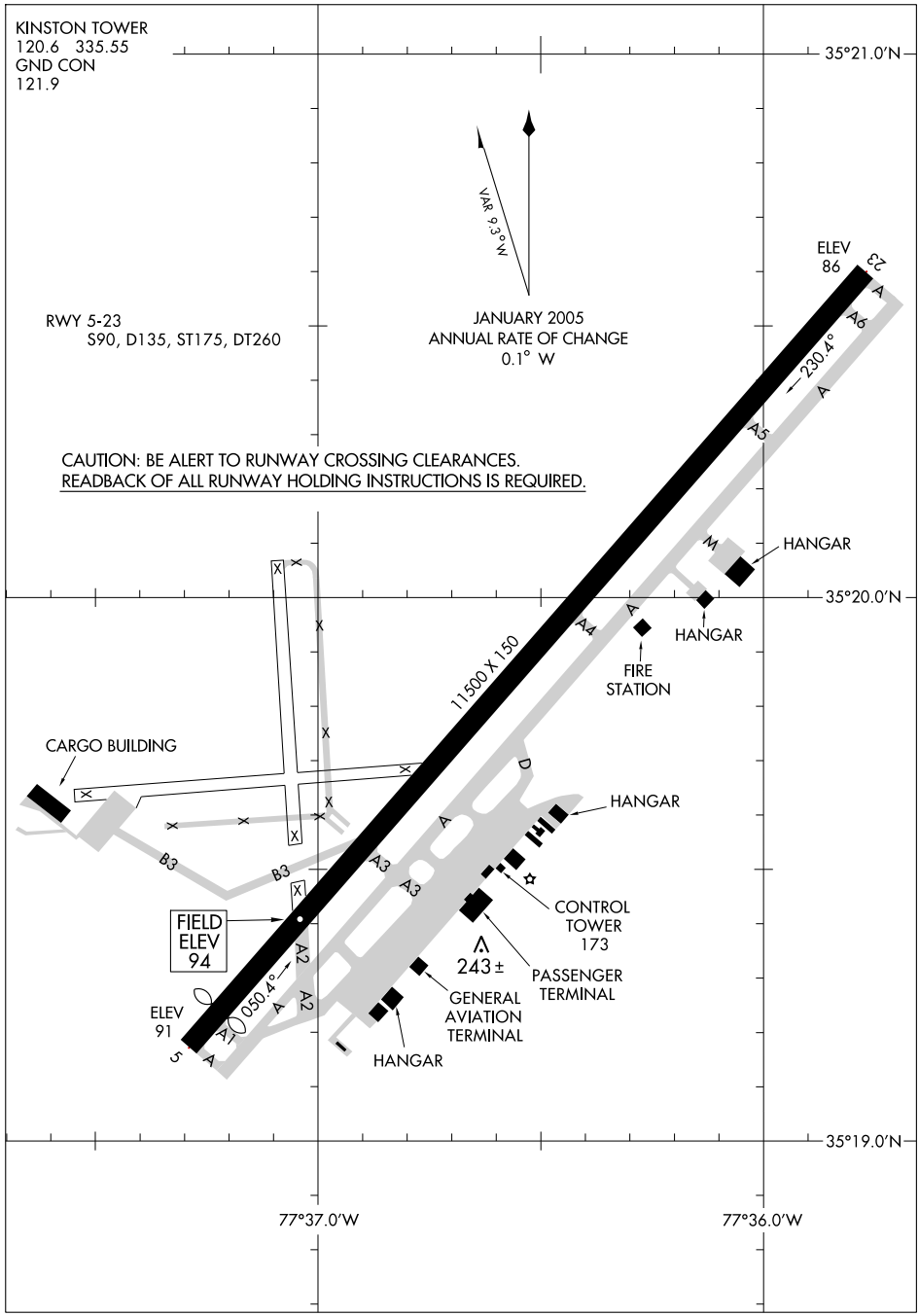
07298

AIRPORT DIAGRAM

KINSTON RGNL JETPORT AT STALLINGS FIELD (ISO)

AL-5038 (FAA)

KINSTON, NORTH CAROLINA



SE-2, 22 OCT 2009 to 19 NOV 2009

KINSTON, NORTH CAROLINA

AL-5038 (FAA)

LOC I-ISO	APP CRS	Rwy Idg	10960
111.3	050°	TDZE	94
		Apt Elev	94

ILS RWY 5

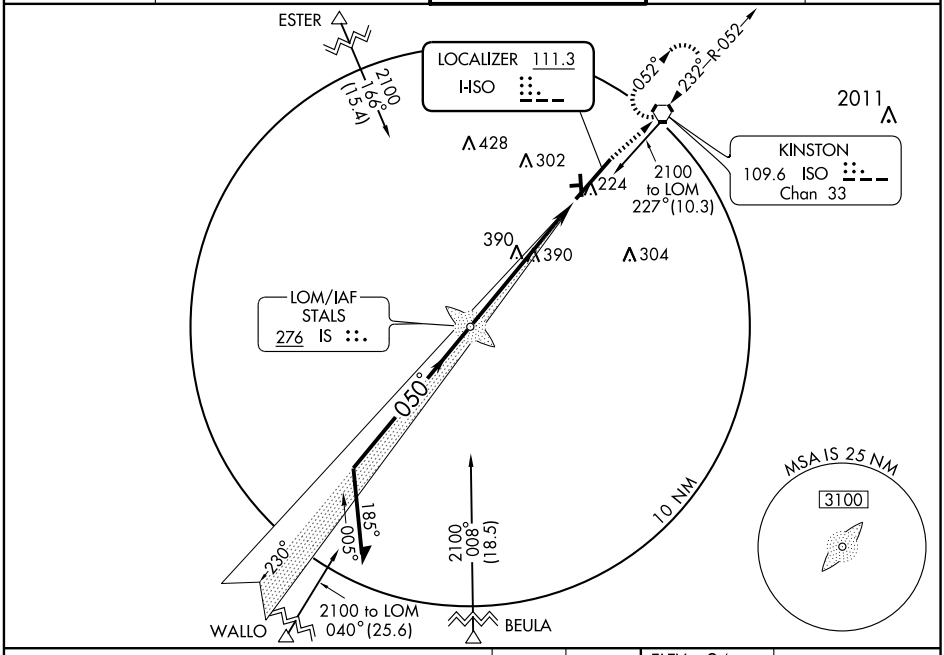
KINSTON RGNL JETPORT AT STALLINGS FIELD (ISO)

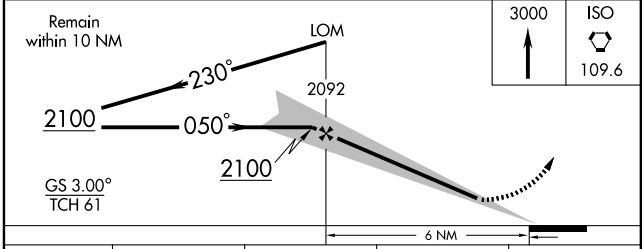
When control tower closed, use Seymour Johnson AFB altimeter setting. ADF REQUIRED

MALSR

MISSED APPROACH: Climb to 3000 direct ISO VORTAC and hold.

AWOS-3	SEYMOUR JOHNSON APP CON ★	KINSTON TOWER ★	GND CON	UNICOM
132.75	127.3 273.6	120.6 (CTAF) L 335.55	121.9	122.95

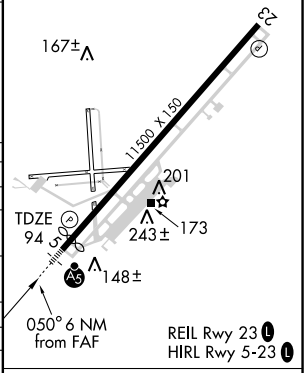




3000	ISO
	109.6

ELEV 94

Rwy 5 Idg 10960′



CATEGORY	A	B	C	D
S-ILS 5	294-½ 200 (200-½)			
S-LOC 5	640-½ 546 (600-½)		640-1 546 (600-1)	640-1¼ 546 (600-1¼)
CIRCLING	640-1 546 (600-1)		640-1½ 546 (600-1½)	660-2 566 (600-2)
SEYMOUR JOHNSON AFB ALTIMETER SETTING MINIMUMS				
S-ILS 5	336-½ 242 (300-½)			
S-LOC 5	700-½ 606 (700-½)		700-1¼ 606 (700-1¼)	700-1½ 606 (700-1½)
CIRCLING	700-1 606 (700-1)		700-1¾ 606 (700-1¾)	700-2 606 (700-2)

FAF to MAP 6 NM

Knots	60	90	120	150	180
Min:Sec	6:00	4:00	3:00	2:24	2:00

SE-2, 22 OCT 2009 to 19 NOV 2009

KINSTON, NORTH CAROLINA

AL-5038 (FAA)

WAAS	APP CRS	Rwy Idg	10960
CH 82004	050°	TDZE	94
W05A		Apt Elev	94

RNAV (GPS) RWY 5

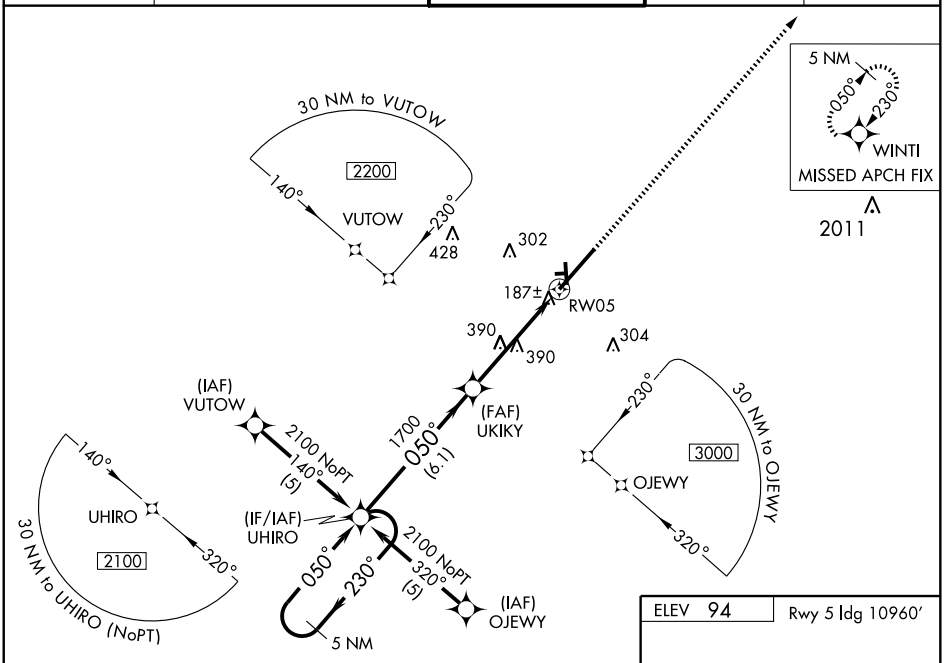
KINSTON RGNL JETPORT AT STALLINGS FIELD (ISO)

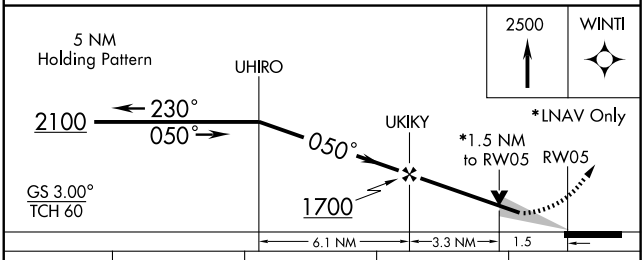
If local altimeter setting not received, use Goldsboro-Wayne Muni altimeter setting and increase LPV DA to 500 feet, increase LNAV/VNAV DA to 533 feet; increase all MDAs 60 feet. VDP NA when using Goldsboro-Wayne Muni altimeter setting. For inoperative MALSR, increase LPV visibility to 1¼ mile all Cats. Baro-VNAV NA when using Goldsboro-Wayne Muni altimeter setting. DME/DME RNP-0.3 NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F).

MALSR

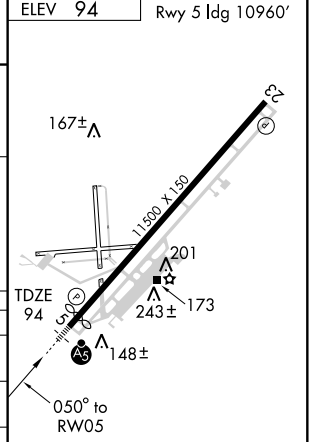
MISSED APPROACH: Climb to 2500 direct WINTI and hold.

AWOS-3	SEYMOUR JOHNSON APP CON ★	KINSTON TOWER ★	GND CON	UNICOM
132.75	127.3 273.6	120.6 (CTAF) L 335.55	121.9	122.95





CATEGORY	A	B	C	D
LPV DA	450-¾ 356 (400-¾)			
LNAV/ VNAV DA	483-¾ 389 (400-¾)			
LNAV MDA	640-½ 546 (600-½)		640-1 546 (600-1)	640-1¼ 546 (600-1¼)
CIRCLING	640-1 546 (600-1)		640-1½ 546 (600-1½)	660-2 566 (600-2)



SE-2, 22 OCT 2009 to 19 NOV 2009

KINSTON, NORTH CAROLINA

AL-5038 (FAA)

WAAS	APP CRS	Rwy Idg	11500
CH 77704	230°	TDZE	88
W23A		Apt Elev	94

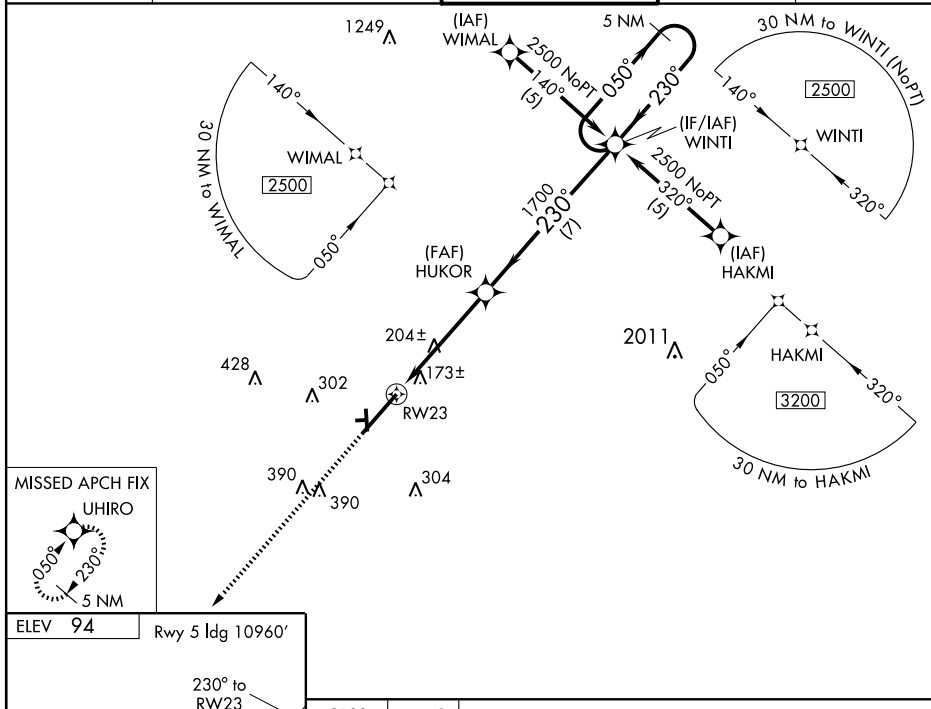
RNAV (GPS) RWY 23

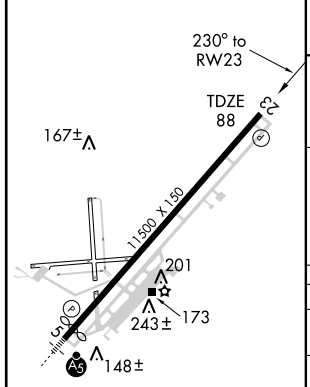
KINSTON RGNL JETPORT AT STALLINGS FIELD (ISO)

If local altimeter setting not received, use Goldsboro-Wayne Muni altimeter setting and increase LPV DA to 473 feet, increase LNAV/VNAV DA to 517 feet; increase all MDAs 60 feet. VDP NA when using Goldsboro-Wayne Muni altimeter setting. Baro-VNAV NA when using Goldsboro-Wayne Muni altimeter setting. DME/DME RNP-0.3 NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). Visibility reduction by helicopters NA.

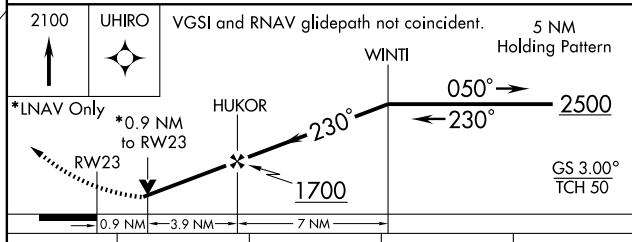
MISSED APPROACH: Climb to 2100 direct UHIRO and hold.

AWOS-3	SEYMOUR JOHNSON APP CON ★	KINSTON TOWER ★	GND CON	UNICOM
132.75	127.3 273.6	120.6 (CTAF) L 335.55	121.9	122.95





REIL Rwy 23 L
HIRL Rwy 5-23 L



CATEGORY	A	B	C	D
LPV DA	423-1¼ 335 (400-1¼)			
LNAV/VNAV DA	467-1¼ 379 (400-1¼)			
LNAV MDA	460-1 372 (400-1)			460-1¼ 372 (400-1¼)
CIRCLING	540-1 446 (500-1)	560-1 466 (500-1)	560-1½ 466 (500-1½)	660-2 566 (600-2)

SE-2. 22 OCT 2009 to 19 NOV 2009

VORTAC ISO	APP CRS	Rwy ldg	11500
109.6	233°	TDZE	88
Chan 33		Apt Elev	94

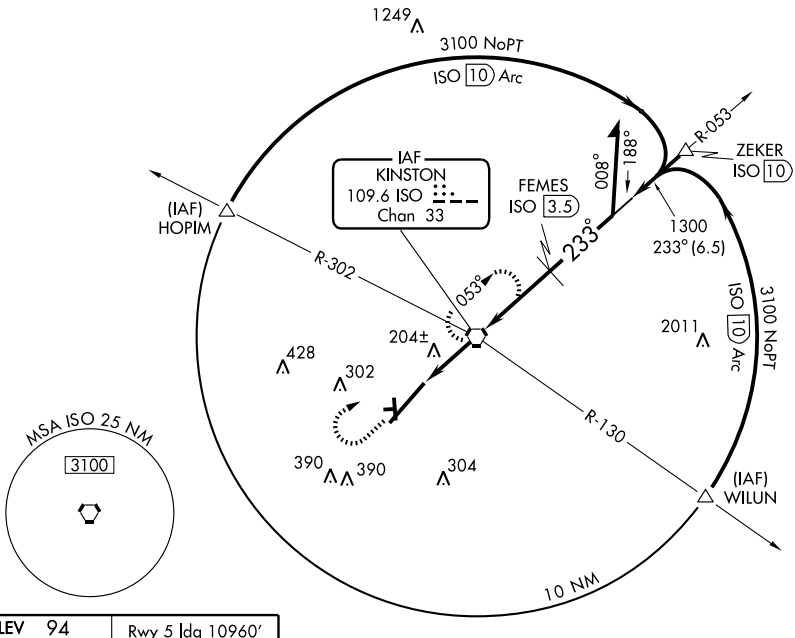
VOR RWY 23

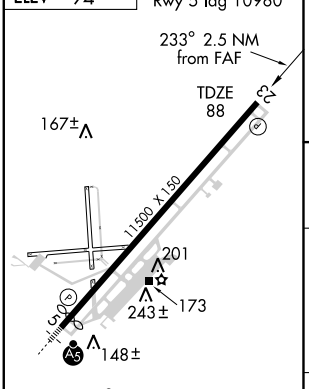
KINSTON RGNL JETPORT AT STALLINGS FIELD (ISO)

⚠ When local altimeter setting not received, use Seymour Johnson AFB altimeter setting and increase all MDAs 60 feet and visibility Cat. C ¼ mile. VDP NA with Seymour Johnson AFB altimeter setting. DME REQUIRED.

MISSED APPROACH: Climb to 1000 then climbing right turn to 3000 direct ISO VORTAC and hold.

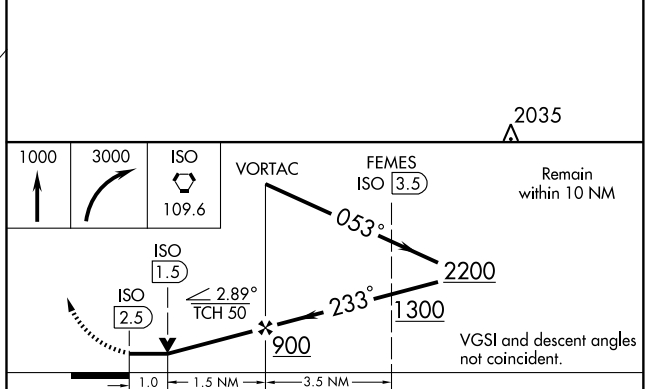
AWOS-3	SEYMOUR JOHNSON APP CON ★	KINSTON TOWER ★	GND CON	UNICOM
132.75	127.3 273.6	120.6 (CTAF) L 335.55	121.9	122.95





REIL Rwy 23 L
HIRL Rwy 5-23 L

FAF to MAP 2.5 NM					
Knots	60	90	120	150	180
Min:Sec	2:30	1:40	1:15	1:00	0:50



CATEGORY	A	B	C	D
S-23	440-1 352 (400-1)			440-1¼ 352 (400-1¼)
CIRCLING	540-1 446 (500-1)	560-1 466 (500-1)	560-1½ 466 (500-1½)	660-2 566 (600-2)

SE-2, 22 OCT 2009 to 19 NOV 2009

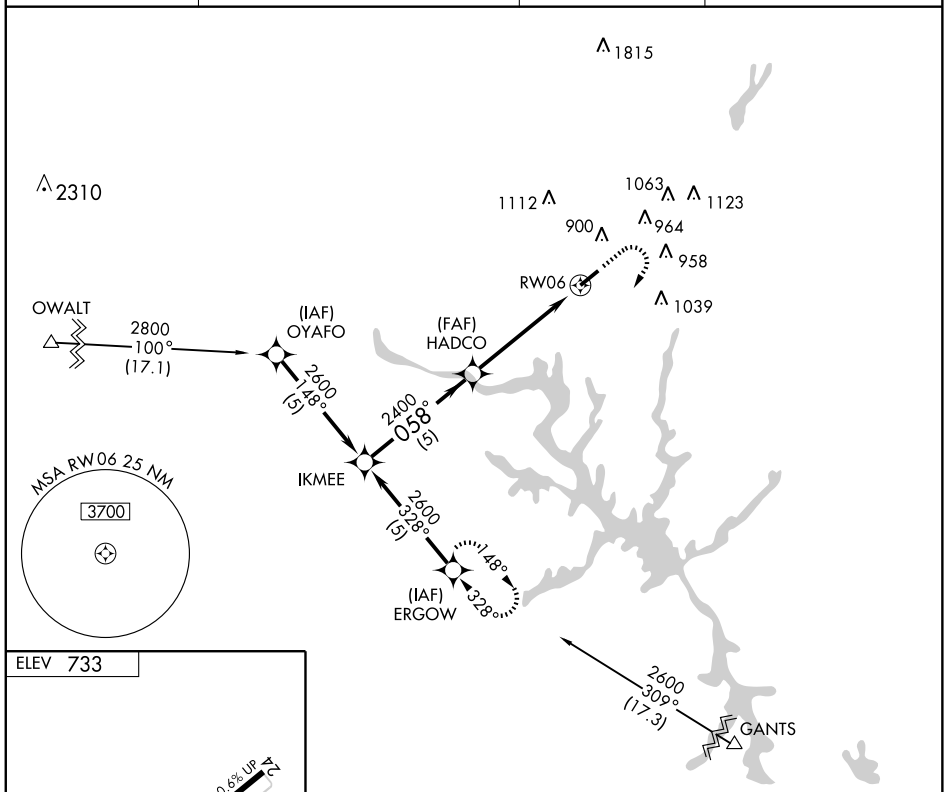
APP CRS	Rwy Idg	5004
058°	TDZE	733
	Apt Elev	733

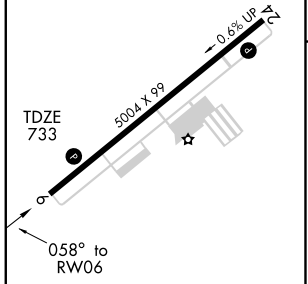
GPS RWY 6

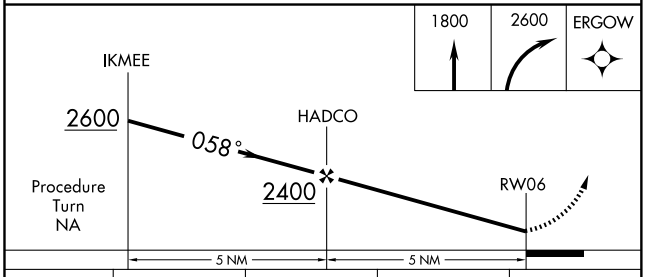
LEXINGTON/DAVIDSON COUNTY (EXX)

NA	Use Greensboro altimeter setting.
	MISSED APPROACH: Climb to 1800 then climbing right turn to 2600 direct ERGOW WP and hold.

AWOS-3	GREENSBORO APP CON	GCO	UNICOM
119.825	118.5 327.075	135.075	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-6	1300-1	567 (600-1)	1300-1½ 567 (600-1½)	NA
CIRCLING	1300-1	567 (600-1)	1300-1½ 567 (600-1½)	NA

MIRL Rwy 6-24
REIL Rwys 6 and 24 L

SE-2, 22 OCT 2009 to 19 NOV 2009

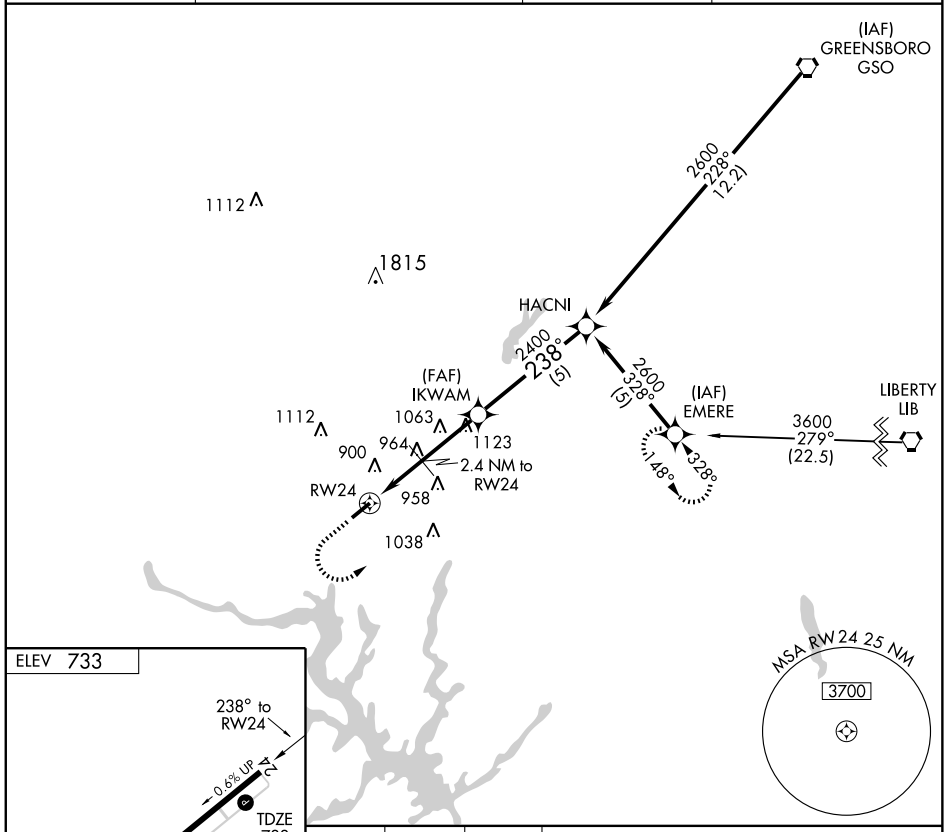
APP CRS	Rwy Idg	5004
238°	TDZE	733
	Apt Elev	733

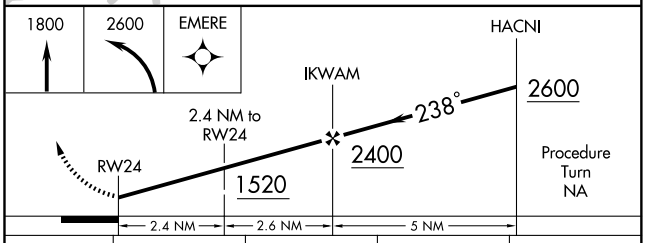
GPS RWY 24

LEXINGTON/ DAVIDSON COUNTY (EXX)

NA Use Greensboro altimeter setting.	MISSED APPROACH: Climb to1800 then climbing left turn to 2600 direct EMERE WP and hold.

AWOS-3	GREENSBORO APP CON	GCO	UNICOM
119.825	118.5 327.075	135.075	122.8 (CTAF) L





CATEGORY	A	B	C	D
S-24	1320-1	587 (600-1)	1320-1½ 587 (600-1½)	NA
CIRCLING	1320-1	587 (600-1)	1320-1½ 587 (600-1½)	NA

MIRL Rwy 6-24
REIL Rwys 6 and 24 L

SE-2, 22 OCT 2009 to 19 NOV 2009

LOC/DME I-EXX	APP CRS	Rwy Idg	5004
108.75	058°	TDZE	733
Chan 24 (Y)		Apt Elev	733

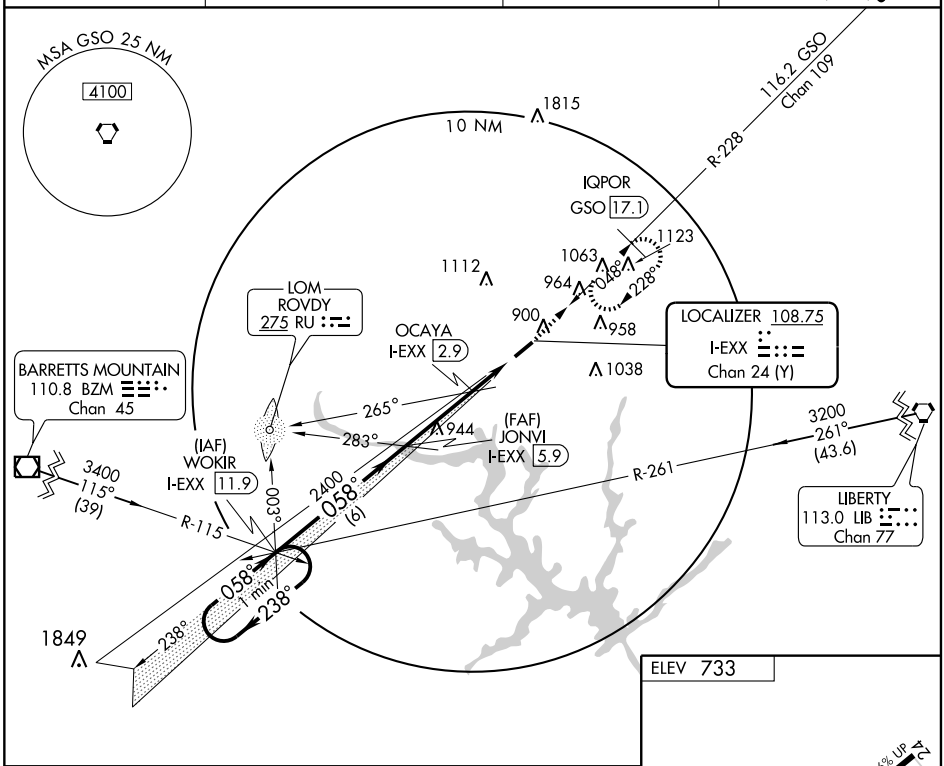
ILS or LOC/DME RWY 6

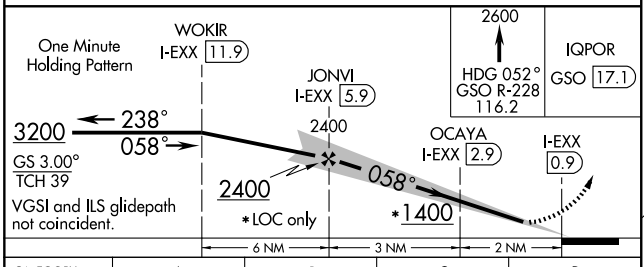
LEXINGTON/DAVIDSON COUNTY (EXX)

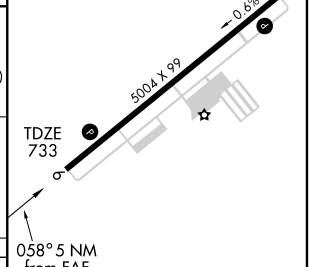
▼ NA — If local altimeter setting not received, use Salisbury altimeter setting and increase DA to 970 feet; increase all MDAs 40 feet.

MISSED APPROACH: Climb to 2600 via heading 052° and GSO R-228 to IQPOR/GSO 17.1 DME and hold.

AWOS-3	GREENSBORO APP CON	GCO	UNICOM
119.825	118.5 327.075	135.075	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-ILS 6	933-1 200 (200-1)			NA
S-LOC 6	1120-1 387 (400-1)			NA
CIRCLING	1200-1 467 (500-1)		1220-1½ 487 (500-1½)	NA

MIRL Rwy 6-24
REIL Rwys 6 and 24 L

SE-2, 22 OCT 2009 to 19 NOV 2009

VOR/DME GSO	APP CRS	Rwy Idg	5004
116.2	228°	TDZE	733
Chan 109		Apt Elev	733

VOR/DME RWY 24

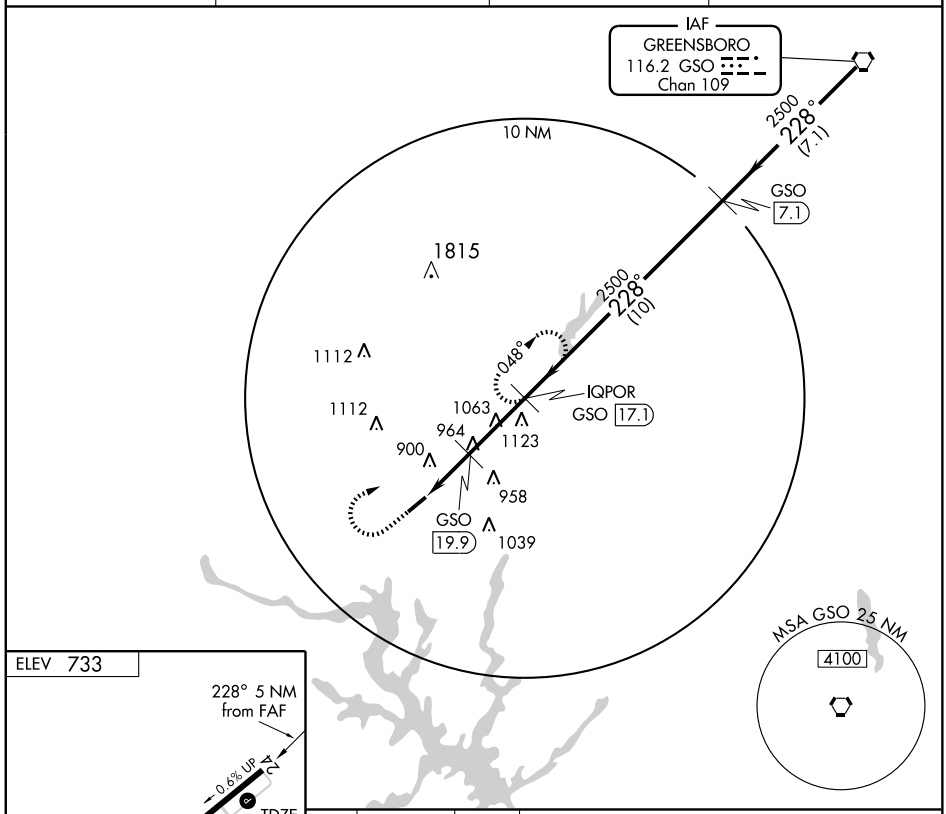
LEXINGTON/ DAVIDSON COUNTY (EXX)

NA

Use Greensboro altimeter setting.

MISSED APPROACH: Climb to 1800 then climbing right turn via GSO R-228 to 2500 to IQPOR/GSO 17.1 DME and hold.

AWOS-3	GREENSBORO APP CON	GCO	UNICOM
119.825	118.5 327.075	135.075	122.8 (CTAF) L



CATEGORY	A	B	C	D
S-24	1360-1 627 (700-1)	1360-1¼ 627 (700-1¼)	1360-1¾ 627 (700-1¾)	NA
CIRCLING	1360-1 627 (700-1)	1360-1¼ 627 (700-1¼)	1360-1¾ 627 (700-1¾)	NA

MIRL Rwy 6-24
REIL Rwys 6 and 24 L

SE-2, 22 OCT 2009 to 19 NOV 2009

APP CRS	Rwy Idg	3800
024°	TDZE	723
	Apt Elev	723

RNAV (GPS) RWY 2

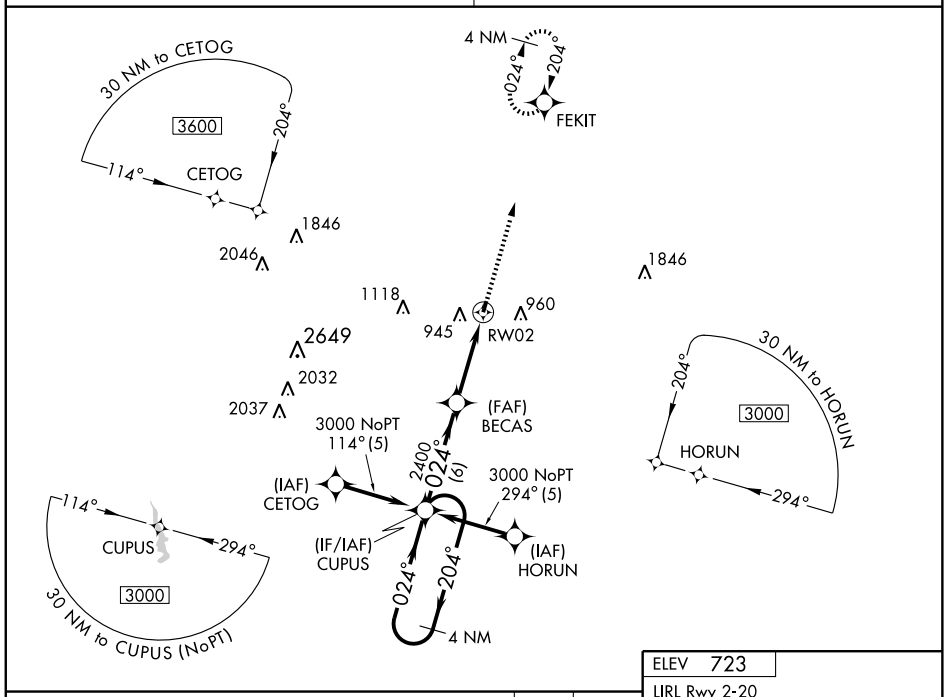
LIBERTY/CAUSEY (2A5)

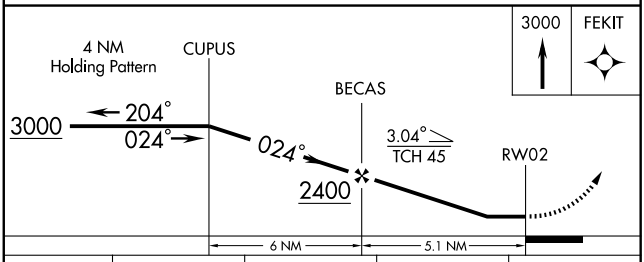
▼ NA

Obtain local altimeter setting on CTAF; when not received, use Burlington-Alamance altimeter setting minimums. GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA. Procedure NA at night.

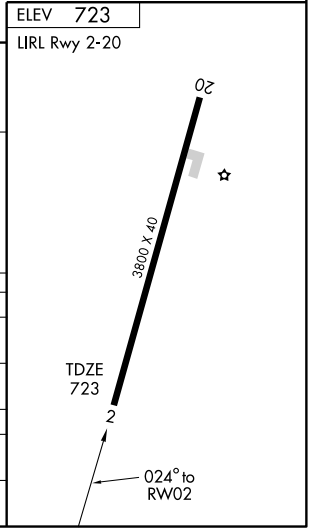
MISSED APPROACH: Climb to 3000 direct FEKIT WP and hold.

GREENSBORO APP CON	UNICOM
118.5 327.075	**122.8** (CTAF)





CATEGORY	A	B	C	D
LNAV MDA	1140-1 417 (500-1)		1140-1¼ 417 (500-1¼)	NA
CIRCLING	1180-1 457 (500-1)	1260-1 537 (600-1)	1260-1½ 537 (600-1½)	NA
BURLINGTON–ALAMANCE ALTIMETER SETTING MINIMUMS				
LNAV MDA	1180-1 457 (500-1)		1180-1¼ 457 (500-1¼)	NA
CIRCLING	1220-1 497 (500-1)	1300-1 577 (600-1)	1300-1½ 577 (600-1½)	NA



SE-2, 22 OCT 2009 to 19 NOV 2009

APP CRS	Rwy Idg	3800
204°	TDZE	723
	Apt Elev	723

RNAV (GPS) RWY 20

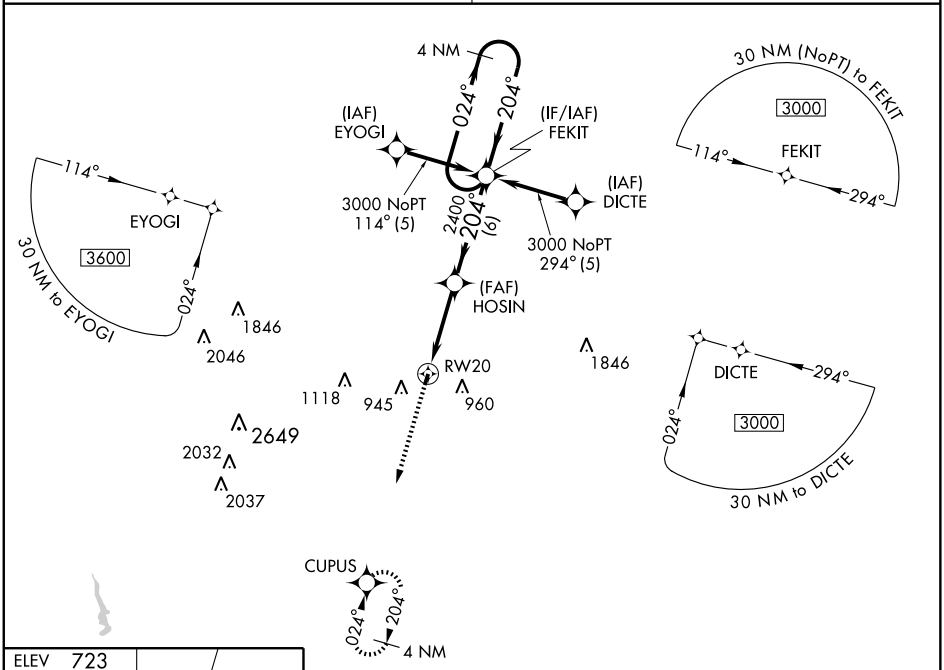
LIBERTY/CAUSEY (2A5)

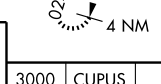
Obtain local altimeter setting on CTAF; when not received, use Burlington-Alamance altimeter setting minimums. GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA. Procedure NA at night.

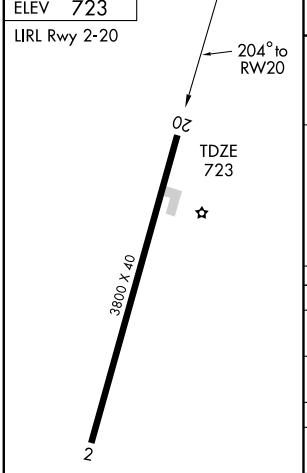
NA

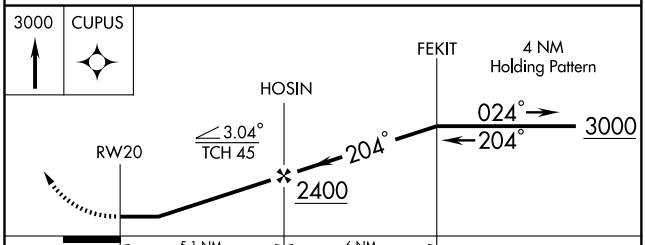
MISSED APPROACH: Climb to 3000 direct CUPUS WP and hold.

GREENSBORO APP CON	UNICOM
118.5 327.075	**122.8** (CTAF)









CATEGORY	A	B	C	D
LNAV MDA	1140-1 417 (500-1)		1140-1¼ 417 (500-1¼)	NA
CIRCLING	1180-1 457 (500-1)	1260-1 537 (600-1)	1260-1½ 537 (600-1½)	NA
BURLINGTON–ALAMANCE ALTIMETER SETTING MINIMUMS				
LNAV MDA	1180-1 457 (500-1)		1180-1¼ 457 (500-1¼)	NA
CIRCLING	1220-1 497 (500-1)	1300-1 577 (600-1)	1300-1½ 577 (600-1½)	NA

SE-2, 22 OCT 2009 to 19 NOV 2009

VORTAC LIB	APP CRS	Rwy Idg	3800
113.0	360°	TDZE	723
Chan 77		Apt Elev	723

VOR RWY 2

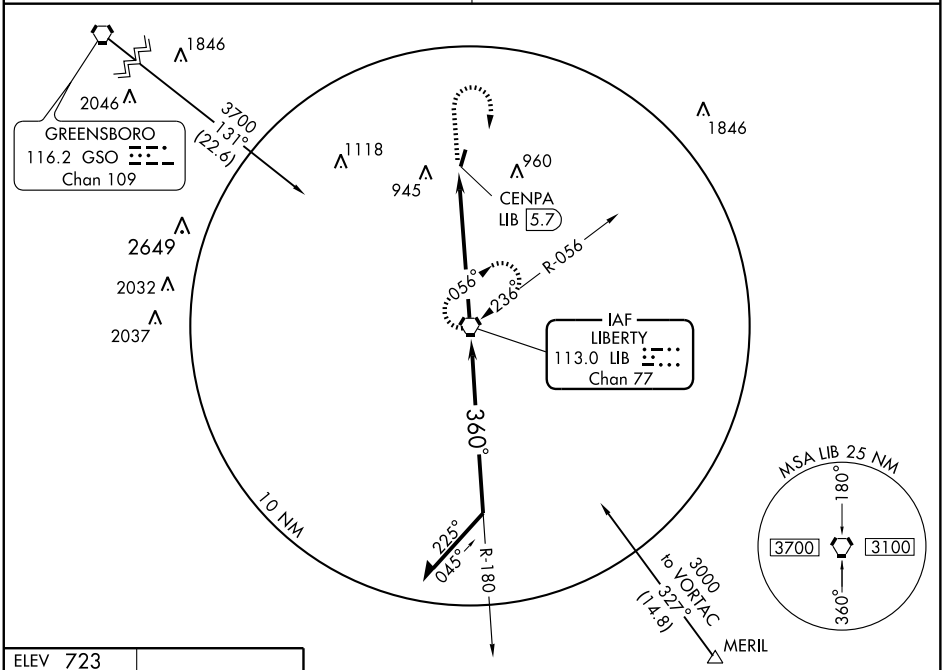
LIBERTY/CAUSEY (2A5)

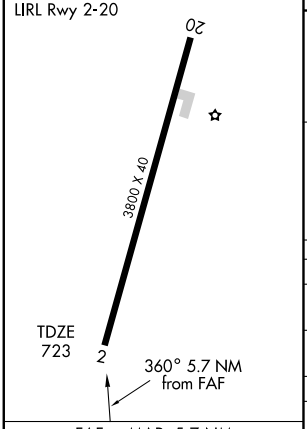
Obtain local altimeter setting on CTAF; when not received, use Burlington-Alamance altimeter setting minimums.

NA

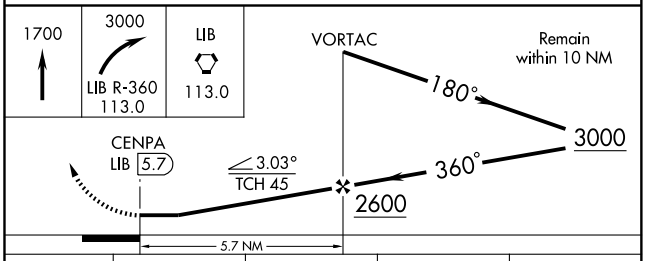
MISSED APPROACH: Climb to 1700 then climbing right turn to 3000 via LIB R-360 to LIB VORTAC and hold.

GREENSBORO APP CON	UNICOM
118.5 327.075	**122.8** (CTAF)





FAF to MAP 5.7 NM					
Knots	60	90	120	150	180
Min:Sec	5:42	3:48	2:51	2:17	1:54

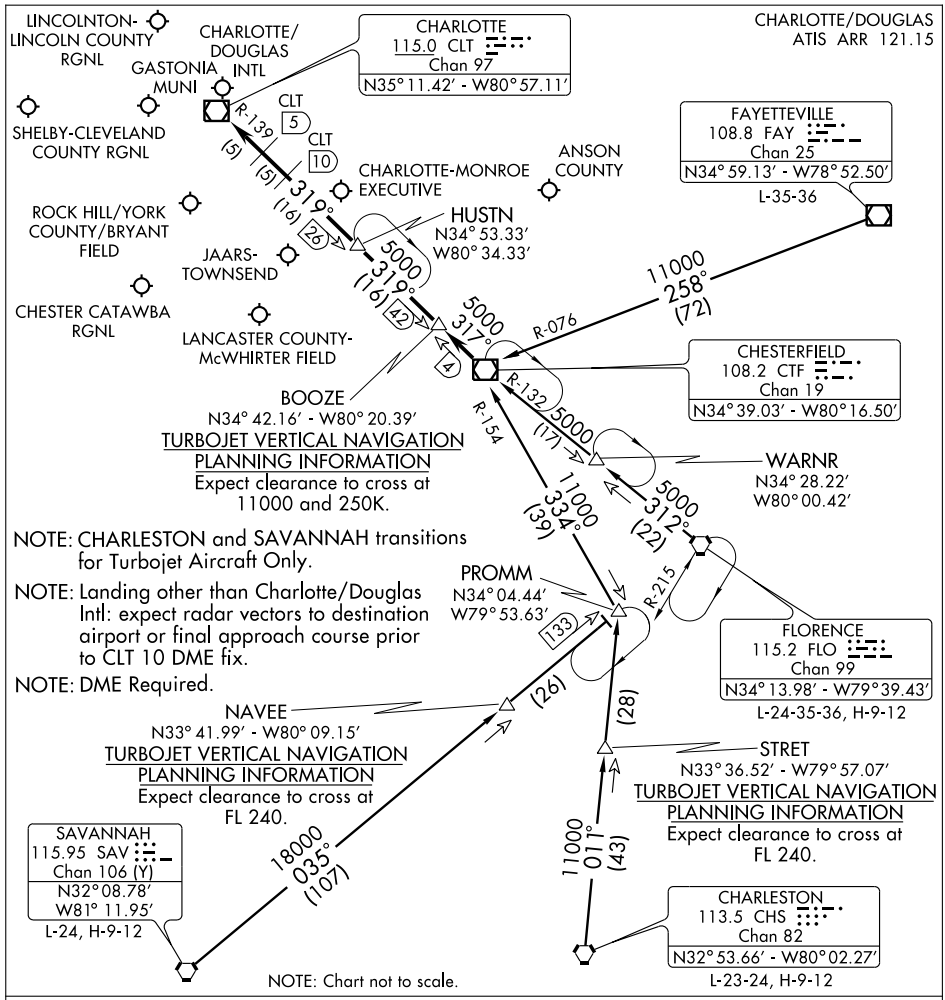


CATEGORY	A	B	C	D
S-2	1220-1 497 (500-1)		1220-1¼ 497 (500-1¼)	NA
CIRCLING	1220-1 497 (500-1)	1260-1 537 (600-1)	1260-1½ 537 (600-1½)	NA
BURLINGTON–ALAMANCE ALTIMETER SETTING MINIMUMS				
S-2	1260-1 537 (600-1)		1260-1½ 537 (600-1½)	NA
CIRCLING	1260-1 537 (600-1)	1300-1 577 (600-1)	1300-1½ 577 (600-1½)	NA

SE-2, 22 OCT 2009 to 19 NOV 2009

CHESTERFIELD THREE ARRIVAL

CHARLOTTE, NORTH CAROLINA



CHARLESTON TRANSITION (CHS.CTF3): From over CHS VORTAC via CHS R-011 to PROMM INT then via CTF R-154 to CTF VOR/DME. Thence....

FAYETTEVILLE TRANSITION (FAY.CTF3): From over FAY VOR/DME via FAY R-258 and CTF R-076 to CTF VOR/DME. Thence....

FLORENCE TRANSITION (FLO.CTF3): From over FLO VORTAC via FLO R-312 and CTF R-132 to CTF VOR/DME. Thence....

SAVANNAH TRANSITION (SAV.CTF3): From over SAV VORTAC via SAV R-035 to PROMM INT then via CTF R-154 to CTF VOR/DME. Thence....

. . . .From over CTF VOR/DME via CTF R-317 to BOOZE, then via CLT R-139 to:

(LANDING NORTH) HUSTN INT: Expect radar vectors to final approach course.

(LANDING SOUTH) CLT VOR/DME: Expect radar vectors to final approach course prior to CLT 5 DME fix.

SE-2, 22 OCT 2009 to 19 NOV 2009

LOC/DME I-IPJ	APP CRS	Rwy Idg	5290
111.15	234°	TDZE	873
Chan 48 (Y)		Apt Elev	875

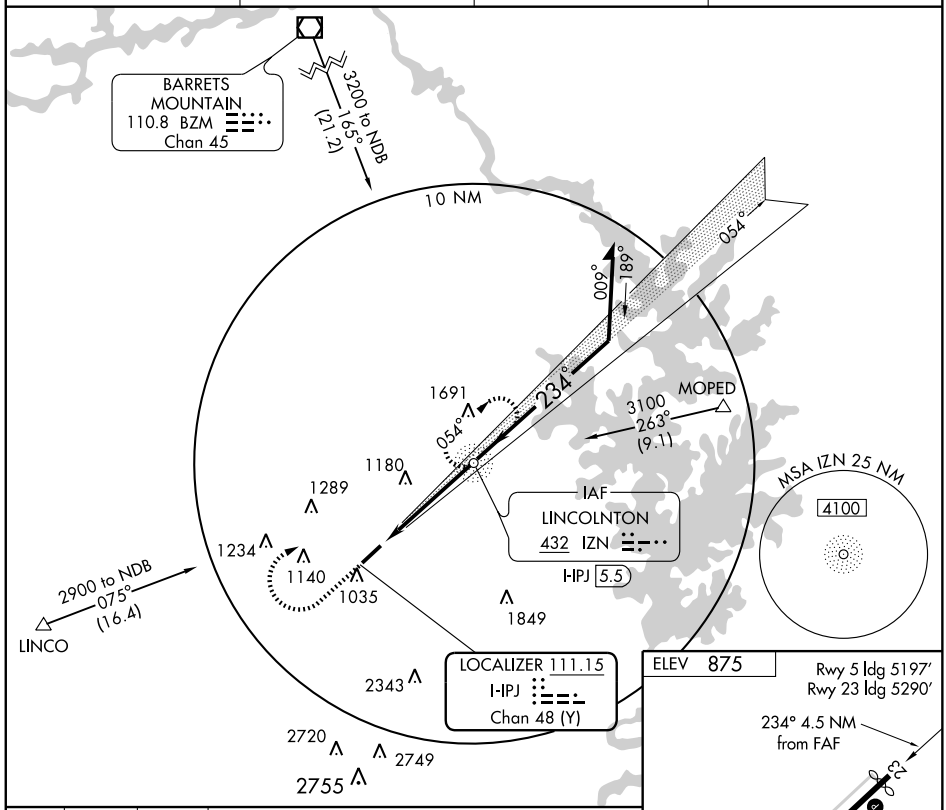
LOC RWY 23

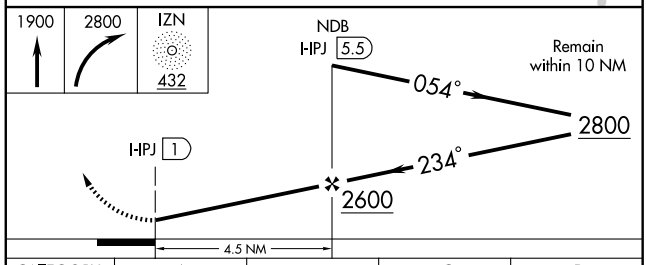
LINCOLNTON-LINCOLN COUNTY RGNL (IPJ)

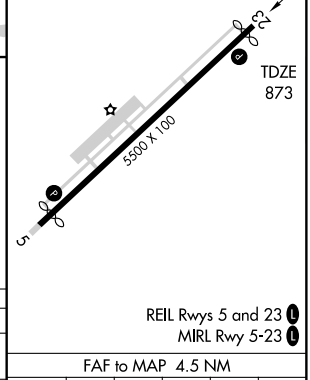
If local altimeter setting not received, use Charlotte altimeter setting and increase all MDAs 80 feet.
ADF REQUIRED

MISSED APPROACH: Climb to 1900, then climbing right turn to 2800 direct IZN NDB and hold.

AWOS-3	CHARLOTTE APP CON	CLNC DEL (GCO)	UNICOM
119.675	134.75 257.2	124.9	123.05 (CTAF) L







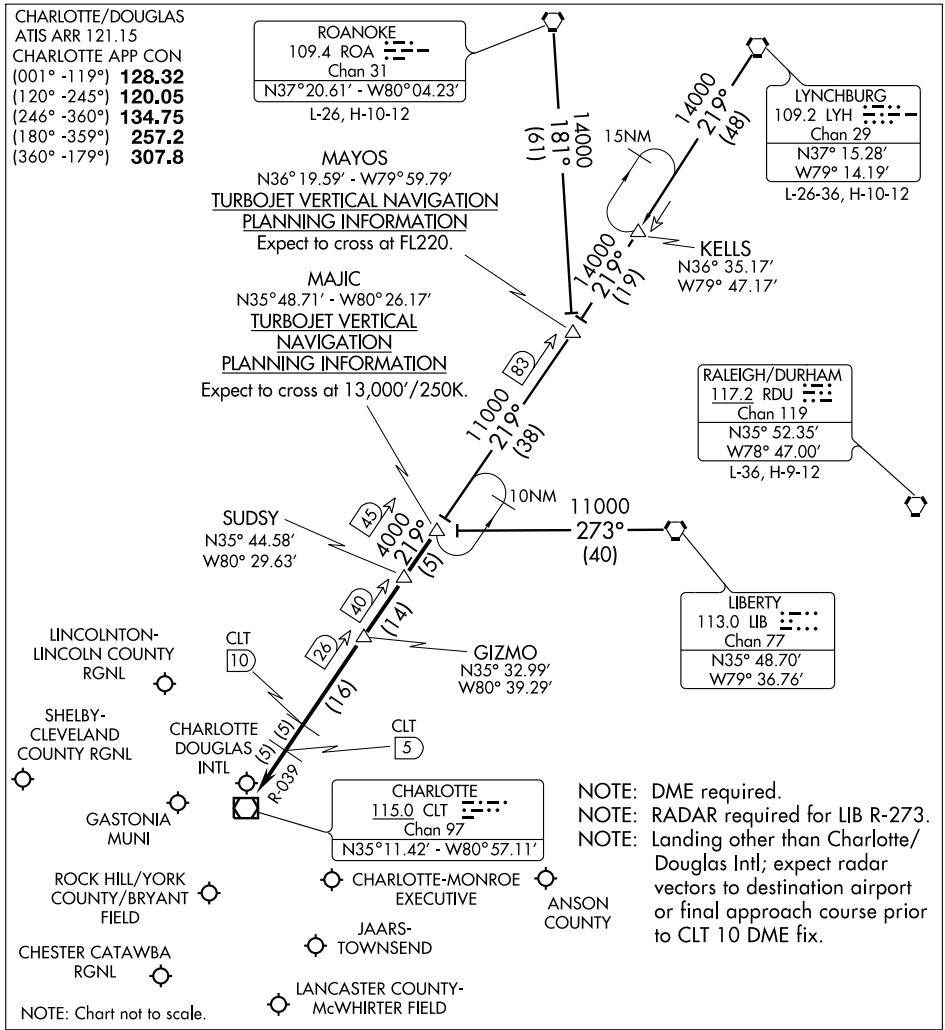
CATEGORY	A	B	C	D
S-23	1340-1 467 (500-1)		1340-1¼ 467 (500-1¼)	1340-1½ 467 (500-1½)
CIRCLING	1400-1 525 (600-1)		1420-1½ 545 (600-1½)	1540-2 665 (700-2)

FAF to MAP 4.5 NM					
Knots	60	90	120	150	180
Min:Sec	4:30	3:00	2:15	1:48	1:30

SE-2, 22 OCT 2009 to 19 NOV 2009

MAJIC ONE ARRIVAL

CHARLOTTE, NORTH CAROLINA



LIBERTY TRANSITION (LIB.MAJIC1): From over LIB VORTAC via LIB R-273 to MAJIC INT. Thence. . . .

LYNCHBURG TRANSITION (LYH.MAJIC1): From over LYH VORTAC via LYH R-219 and CLT R-039 to MAJIC INT. Thence. . . .

ROANOKE TRANSITION (ROA.MAJIC1): From over ROA VORTAC via ROA R-181 and CLT R-039 to MAJIC INT. Thence. . . .

. . . .From over MAJIC via CLT R-039 to:

LANDING NORTH: CLT VOR/DME. Expect radar vectors to final approach course prior to the CLT 5 DME fix.

LANDING SOUTH: GIZMO. Expect radar vectors to final approach course.

SE-2, 22 OCT 2009 to 19 NOV 2009

NDB IZN	APP CRS	Rwy ldg	5290
432	235°	TDZE	873
		Apt Elev	875

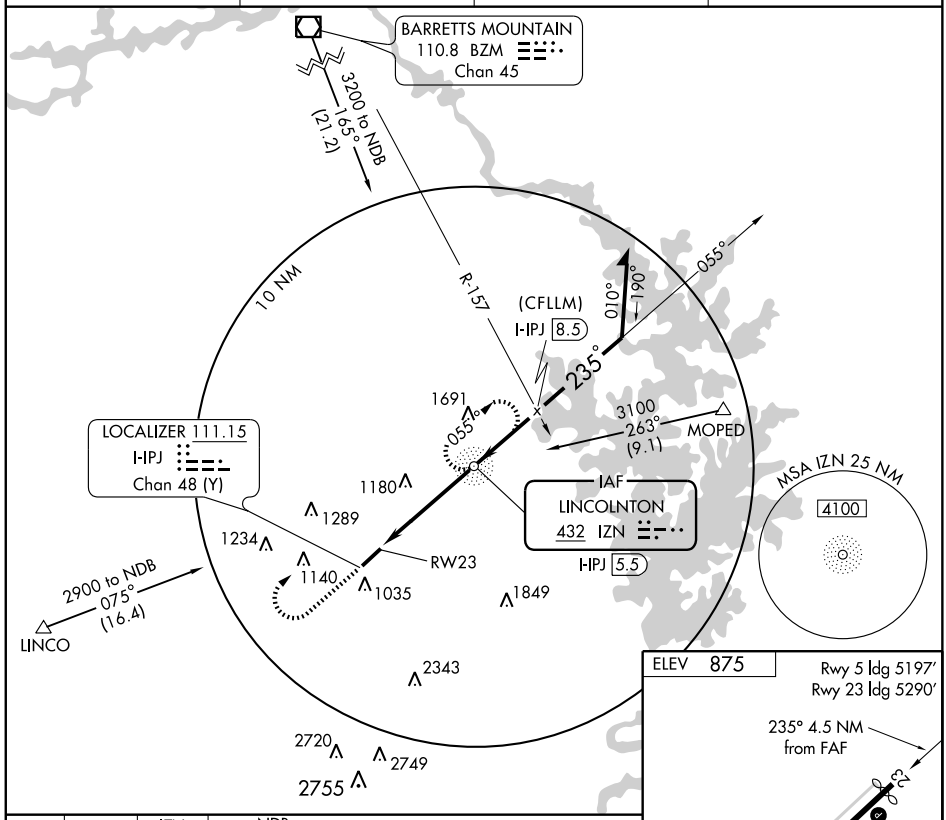
NDB or GPS RWY 23

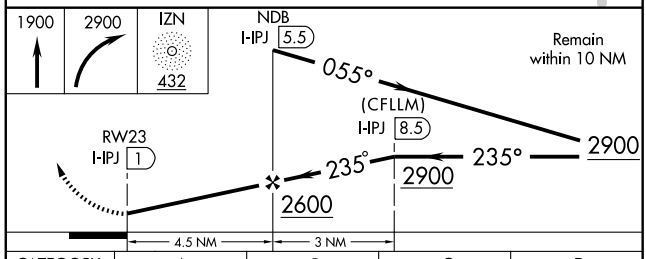
LINCOLNTON-LINCOLN COUNTY RGNL (IPJ)

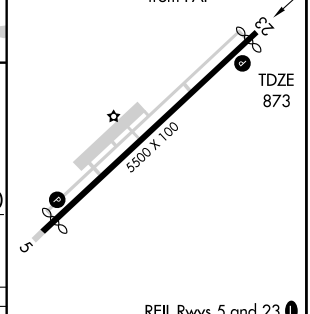
▼ If local altimeter setting not received, use Charlotte altimeter setting and increase all MDAs 80 feet.
▲ NA

MISSED APPROACH: Climb to 1900, then climbing right turn to 2900 direct IZN NDB and hold.

AWOS-3	CHARLOTTE APP CON	CLNC DEL (GCO)	UNICOM
119.675	134.75 257.2	124.9	123.05 (CTAF) L







CATEGORY	A	B	C	D
S-23	1480-1	607 (700-1)	1480-1¾ 607 (700-1¾)	1480-2 607 (700-2)
CIRCLING	1480-1	605 (700-1)	1480-1¾ 605 (700-1¾)	1540-2 665 (700-2)

REIL Rwys 5 and 23 L
MIRL Rwy 5-23 L

FAF to MAP 4.5 NM

Knots	60	90	120	150	180
Min:Sec	4:30	3:00	2:15	1:48	1:30

SE-2, 22 OCT 2009 to 19 NOV 2009

WAAS	APP CRS	Rwy Idg	5197
CH 78408	053°	TDZE	875
W05A		Apt Elev	877

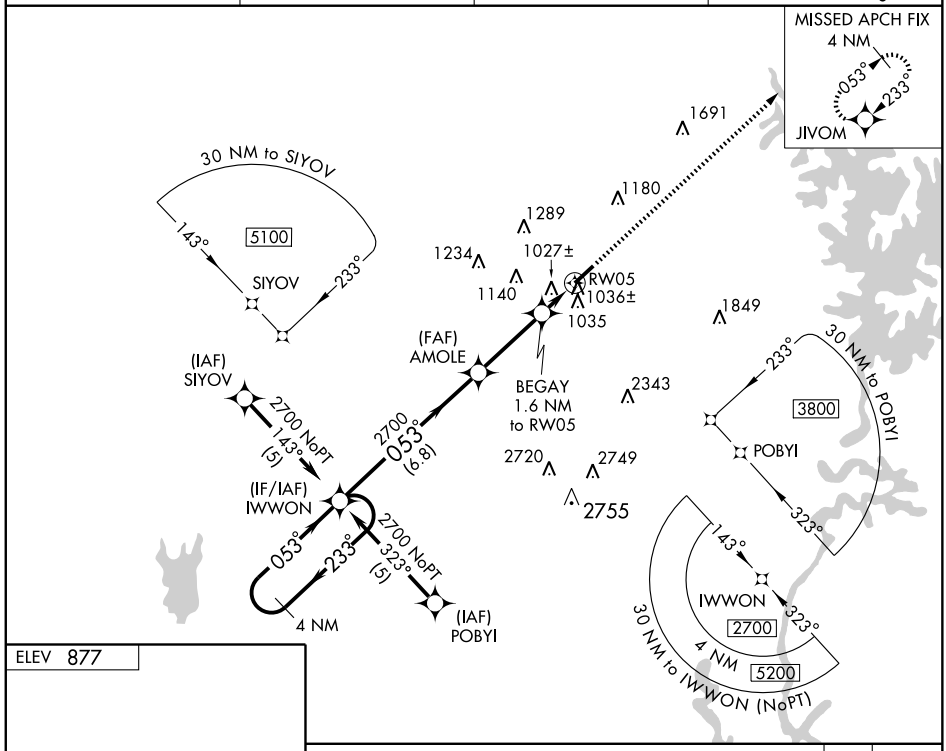
RNAV (GPS) RWY 5

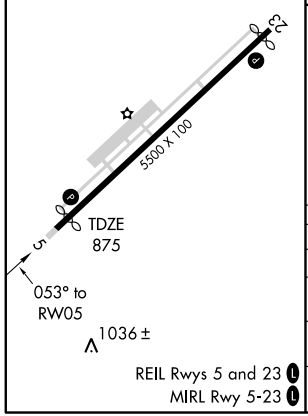
LINCOLNTON-LINCOLN COUNTY RGNL (IPJ)

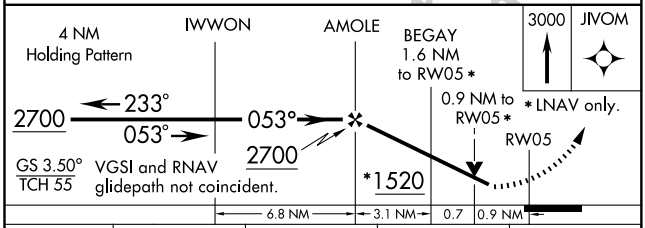
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. VDP and Baro-VNAV NA when using Charlotte altimeter setting. When local altimeter setting not received, use Charlotte altimeter setting and increase all DA 63 feet and all MDA 80 feet, increase LPV all Cats, and LNAV Cat C visibility ¼ mile.

MISSED APPROACH: Climb to 3000 direct JIVOM and hold.

AWOS-3	CHARLOTTE APP CON	CLNC DEL (GCO)	UNICOM
119.675	134.75 257.2	124.9	123.05 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	1306-1¼ 431 (500-1¼)			NA
LNAV/ VNAV DA	1341-1½ 466 (500-1½)			NA
LNAV MDA	1300-1 425 (500-1)		1300-1¼ 425 (500-1¼)	NA
CIRCLING	1340-1 463 (500-1)		1340-1½ 463 (500-1½)	NA

SE-2, 22 OCT 2009 to 19 NOV 2009

WAAS CH 69210 W23A	APP CRS 233°	Rwy Idg 5290 / TDZE 872 / Apt Elev 877

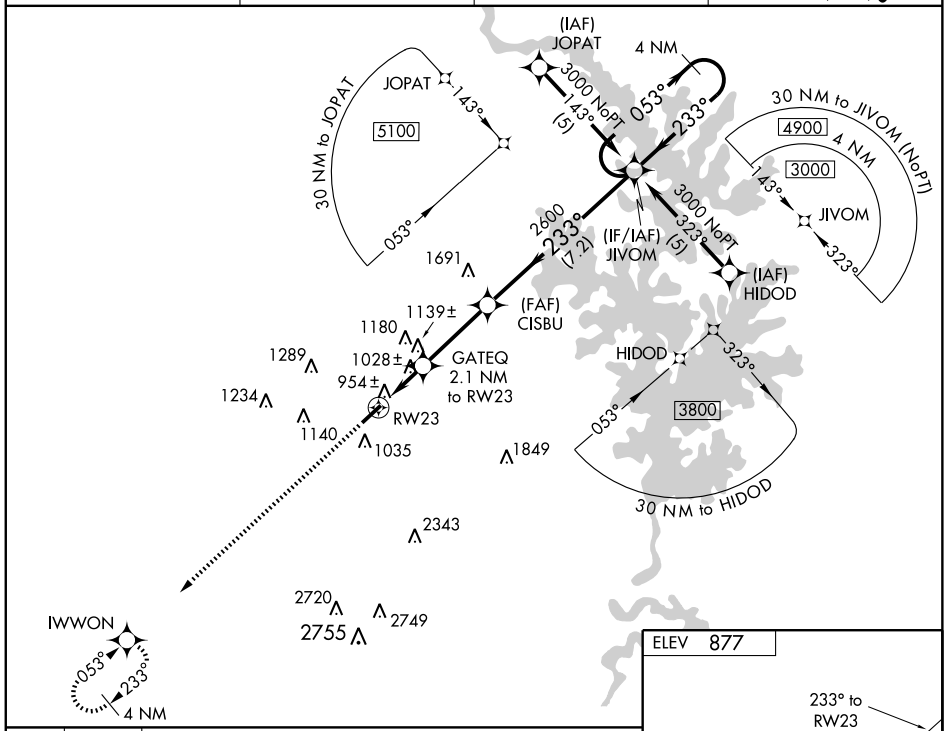
RNAV (GPS) RWY 23

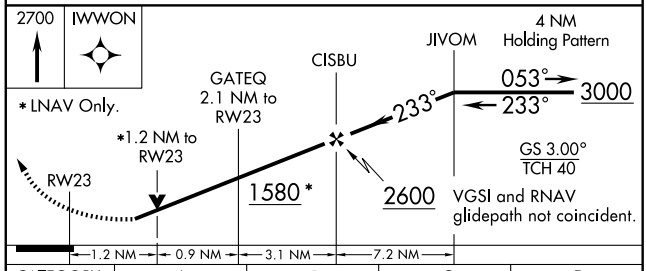
LINCOLNTON-LINCOLN COUNTY RGNL (IPJ)

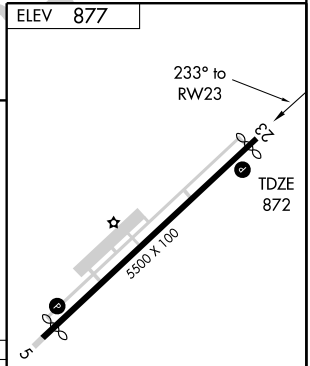
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. VDP and Baro-VNAV NA when using Charlotte altimeter setting. When local altimeter setting not received, use Charlotte altimeter setting and increase all DA 63 feet and all MDA 80 feet, increase LNAV/VNAV all Cats and LNAV Cat D visibility ¼ mile, increase Circling visibility Cat D ½ mile.

MISSED APPROACH: Climb to 2700 direct IWWON and hold.

AWOS-3	CHARLOTTE APP CON	CLNC DEL (GCO)	UNICOM
119.675	134.75 257.2	124.9	123.05 (CTAF) L



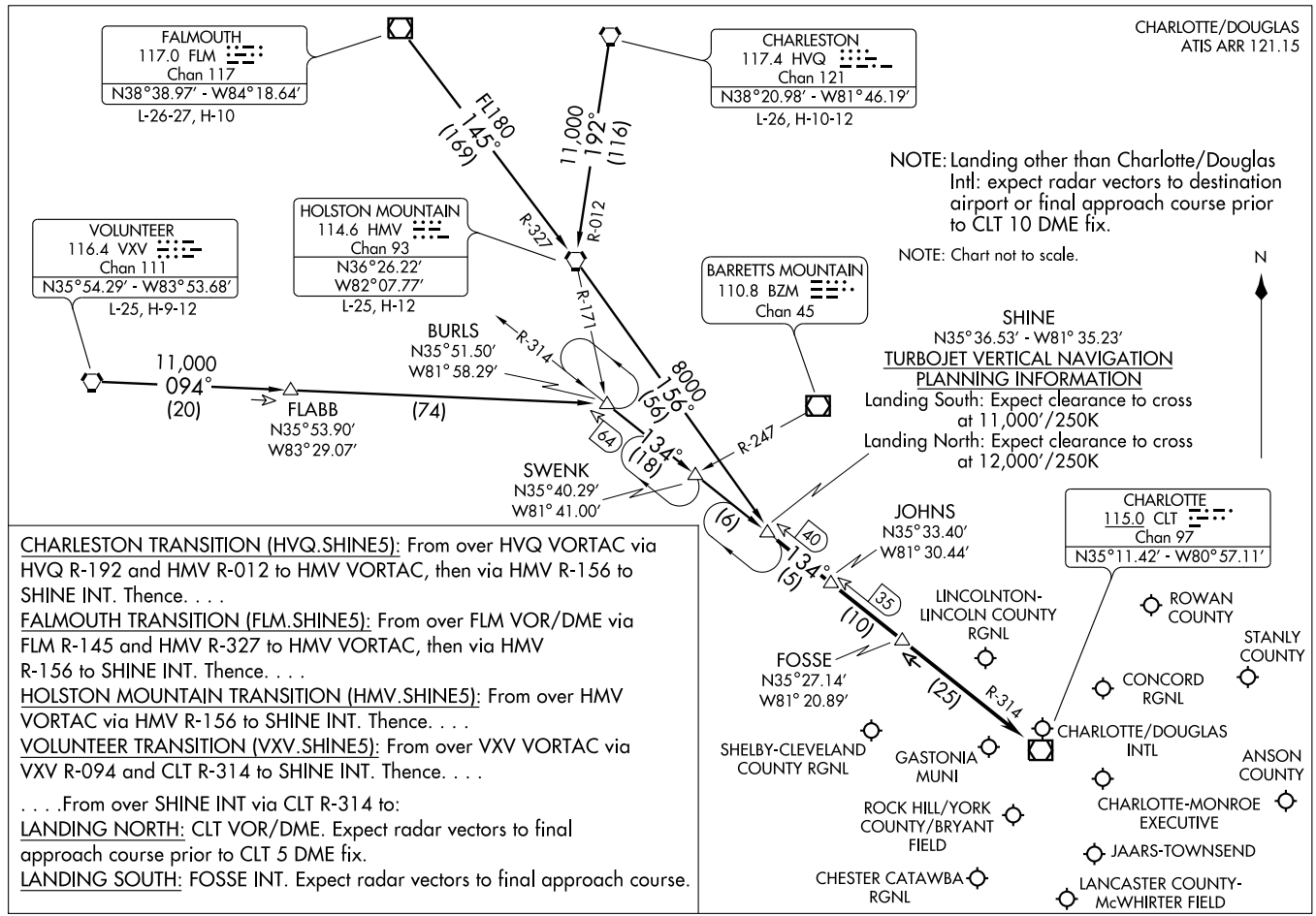




CATEGORY	A	B	C	D
LPV DA		1187-1¼	315 (400-1¼)	
LNAV/VNAV DA		1224-1¼	352 (400-1¼)	
LNAV MDA	1280-1 408 (500-1)		1280-1¼	408 (500-1¼)
CIRCLING	1340-1 463 (500-1)		1340-1½ 463 (500-1½)	1540-2 663 (700-2)

REIL Rwys 5 and 23 L
MIRL Rwy 5-23 L

SE-2, 22 OCT 2009 to 19 NOV 2009



CHARLESTON TRANSITION (HVQ.SHINE5): From over HVQ VORTAC via HVQ R-192 and HMV R-012 to HMV VORTAC, then via HMV R-156 to SHINE INT. Thence. . . .

FALMOUTH TRANSITION (FLM.SHINE5): From over FLM VOR/DME via FLM R-145 and HMV R-327 to HMV VORTAC, then via HMV R-156 to SHINE INT. Thence. . . .

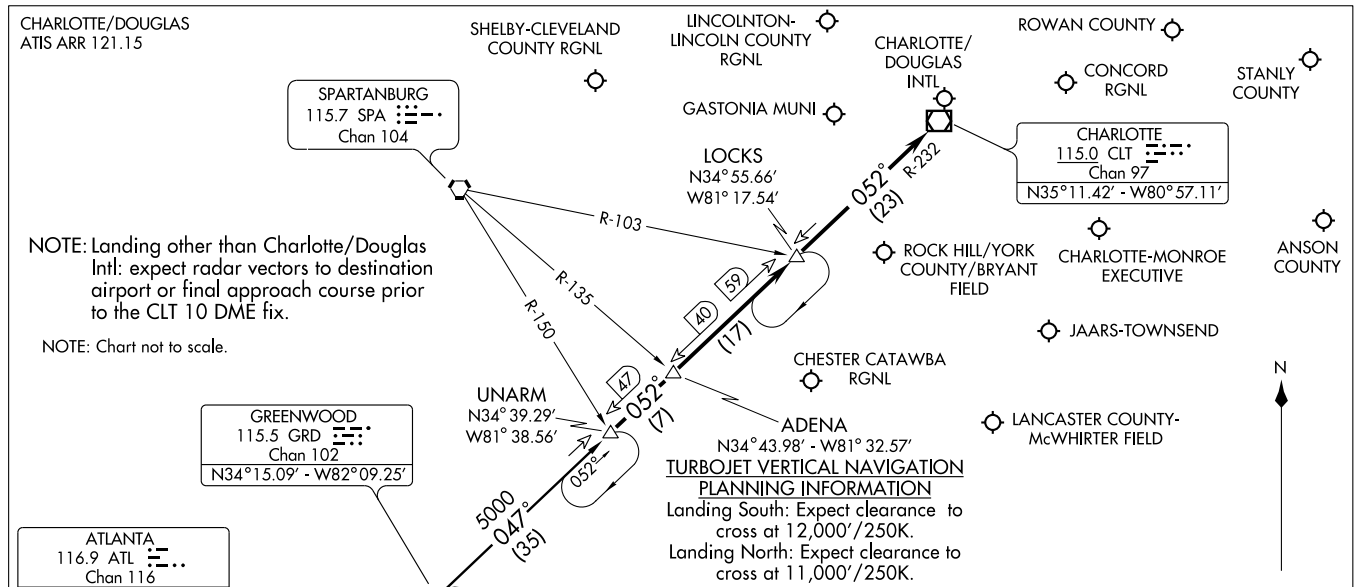
HOLSTON MOUNTAIN TRANSITION (HMV.SHINE5): From over HMV VORTAC via HMV R-156 to SHINE INT. Thence. . . .

VOLUNTEER TRANSITION (VXV.SHINE5): From over VXV VORTAC via VXV R-094 and CLT R-314 to SHINE INT. Thence. . . .

. . . .From over SHINE INT via CLT R-314 to:

LANDING NORTH: CLT VOR/DME. Expect radar vectors to final approach course prior to CLT 5 DME fix.

LANDING SOUTH: FOSSE INT. Expect radar vectors to final approach course.



NOTE: Landing other than Charlotte/Douglas Intl: expect radar vectors to destination airport or final approach course prior to the CLT 10 DME fix.

NOTE: Chart not to scale.

TURBOJET VERTICAL NAVIGATION PLANNING INFORMATION
Landing South: Expect clearance to cross at 12,000′/250K.
Landing North: Expect clearance to cross at 11,000′/250K.

TURBOJET VERTICAL NAVIGATION PLANNING INFORMATION
Expect clearance to cross at FL240

ATLANTA TRANSITION (ATL.UNARM1): From over ATL VORTAC via ATL R-071 and GRD R-254 to GRD VORTAC. Then via GRD R-047 and CLT R-232 to UNARM INT. Thence. . . .

COLLIERS TRANSITION (IRQ.UNARM1): From over IRQ VORTAC via IRQ R-005 and GRD R-182 to GRD VORTAC. Then via GRD R-047 and CLT R-232 to UNARM INT. Thence. . . .

. . . . From over UNARM INT via CLT R-232 to:

LANDING NORTH: LOCKS INT. Expect radar vectors to final approach course.

LANDING SOUTH: CLT VOR/DME. Expect radar vectors to final approach course prior to CLT 5 DME fix.

LOUISBURG, NORTH CAROLINA

AL-9131 (FAA)

LOC/DME I-LHZ	APP CRS	Rwy Idg	5498
109.35	045°	TDZE	366
Chan 30 (Y)		Apt Elev	369

ILS or LOC RWY 5

LOUISBURG/ FRANKLIN COUNTY (LHZ)

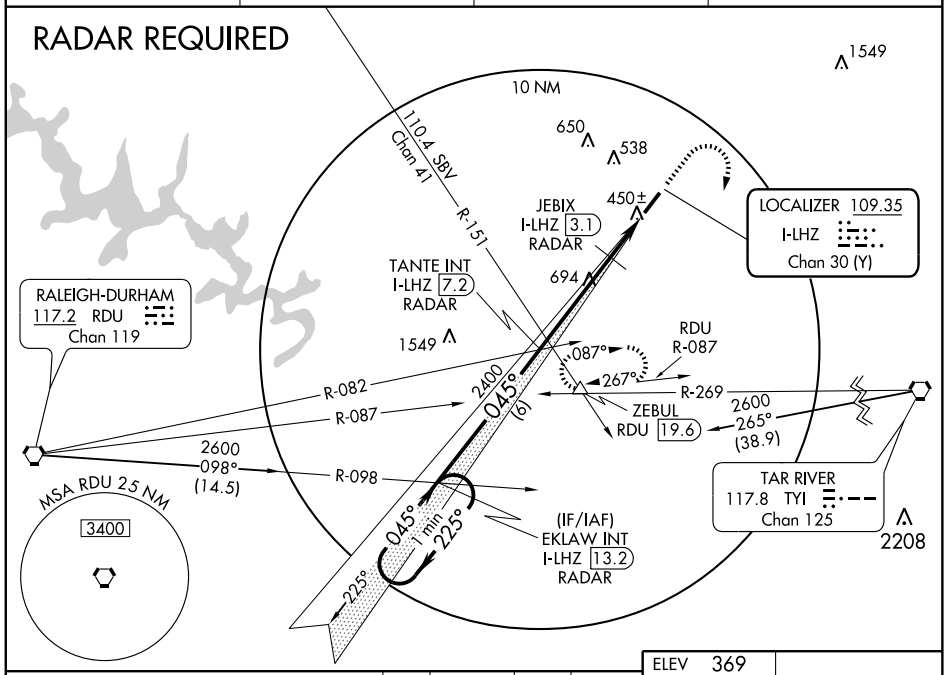
NA If local altimeter setting not received, use Raleigh-Durham altimeter setting; increase DH to 681 feet; increase all MDAs 80 feet. VDP NA with Raleigh-Durham altimeter setting.

MALSF

MISSED APPROACH: Climb to 1400 then climbing right turn to 2600 via heading 190° and RDU R-087 to ZEBUL INT/RDU 19.6 DME and hold.

AWOS-3	RALEIGH APP CON	GCO	UNICOM
118.325	125.3 380.05	135.075	123.0 (CTAF) L

RADAR REQUIRED



VGSI and ILS glidepath not coincident.

One Minute Holding Pattern

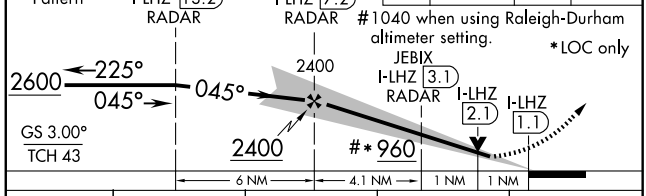
EKLAW INT
I-LHZ 13.2
RADAR

TANTE INT
I-LHZ 7.2
RADAR

1400	2600	RDU	ZEBUL
	HDG 190°	R-087	△

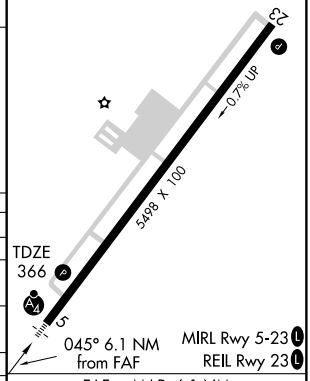
#1040 when using Raleigh-Durham altimeter setting.

*LOC only



CATEGORY	A	B	C	D
S-ILS 5	616-¾ 250 (300-¾)			
S-LOC 5	960-1 594 (600-1)		960-1½ 594 (600-1½)	960-1¾ 594 (600-1¾)
CIRCLING	960-1 591 (600-1)		960-1½ 591 (600-1½)	960-2 591 (600-2)
JEBIX FIX MINIMUMS				
S-LOC 5	700-1 334 (400-1)			
CIRCLING	800-1 431 (500-1)	820-1 451 (500-1)	820-1½ 451 (500-1½)	920-2 551 (600-2)

ELEV 369



FAF to MAP 6.1 NM

Knots	60	90	120	150	180
Min:Sec	6:06	4:04	3:03	2:26	2:02

SE-2. 22 OCT 2009 to 19 NOV 2009

WAAS	APP CRS	Rwy Idg	5498
CH 90103	045°	TDZE	366
W05A		Apt Elev	369

RNAV (GPS) RWY 5

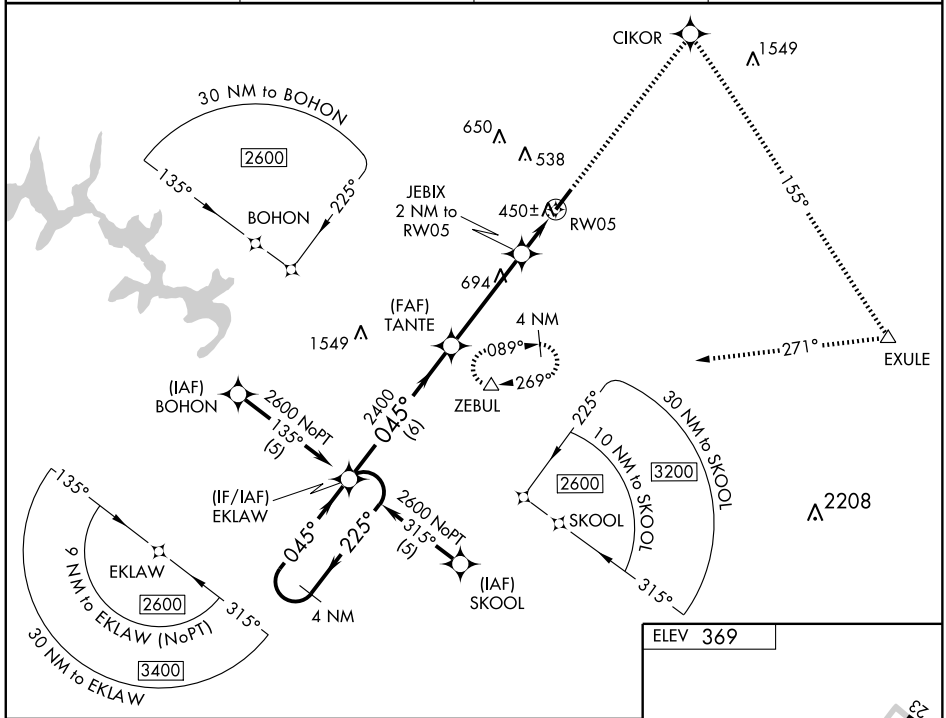
LOUISBURG/FRANKLIN COUNTY (LHZ)

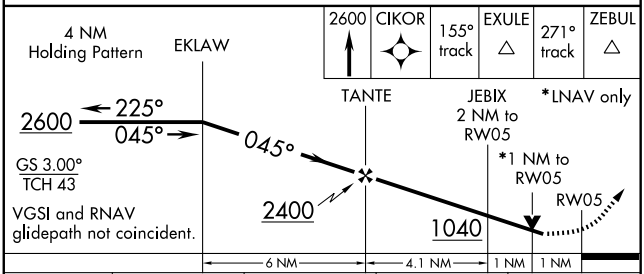
⚠ If local altimeter setting not received, use Raleigh-Durham altimeter setting and increase DA to 725 feet; increase all MDAs 80 feet.
VDP NA when using Raleigh-Durham altimeter setting.
DME/DME RNP-0.3 NA.
When VGSI inoperative, circling Rwy 23 NA at night.

MALSF

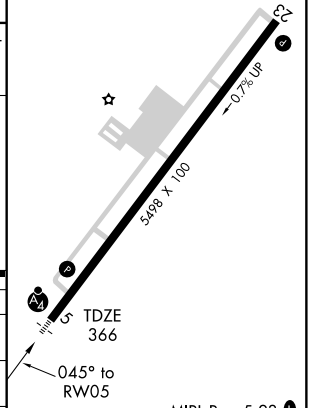
MISSED APPROACH: Climb to 2600 direct CIKOR and via 155° track to EXULE and via 271° track to ZEBUL and hold.

AWOS-3	RALEIGH APP CON	GCO	UNICOM
118.325	125.3 380.05	135.075	123.0 (CTAF) L





2600	CIKOR	155° track	EXULE	271° track	ZEBUL
↑	✧		△		△



MIRL Rwy 5-23 L
REIL Rwy 23 L

CATEGORY	A	B	C	D
LPV DA	660-1 294 (300-1)			
LNAV MDA	700-1 334 (400-1)			
CIRCLING	800-1 431 (500-1)	820-1 451 (500-1)	820-1½ 451 (500-1½)	920-2 551 (600-2)

SE-2, 22 OCT 2009 to 19 NOV 2009

APP CRS	Rwy Idg	5498
226°	TDZE	351
	Apt Elev	369

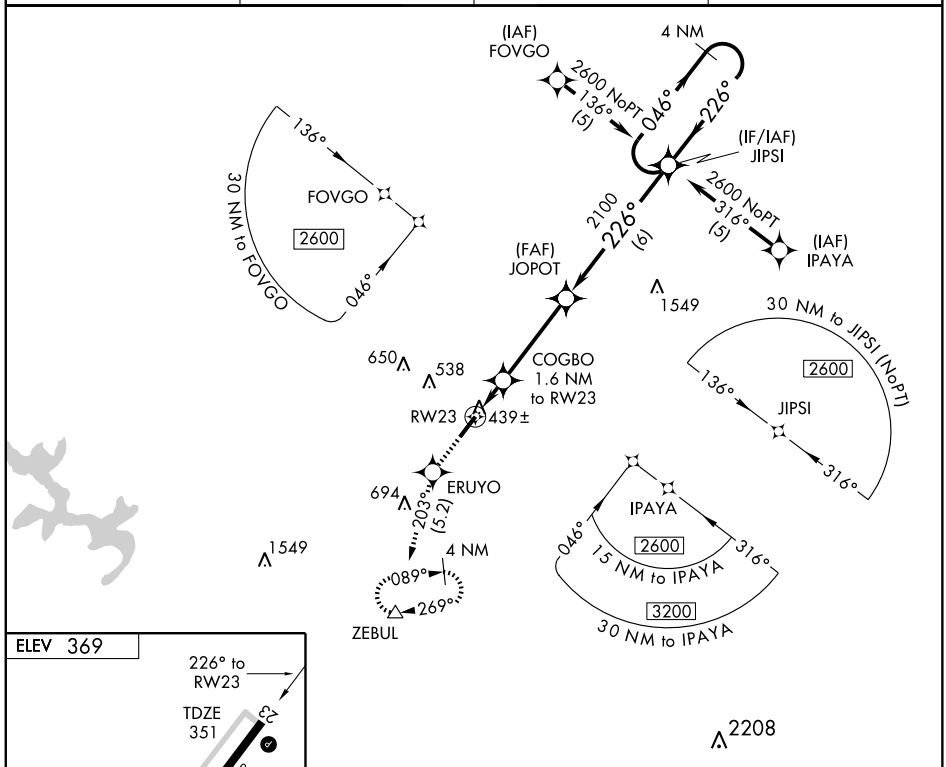
RNAV (GPS) RWY 23

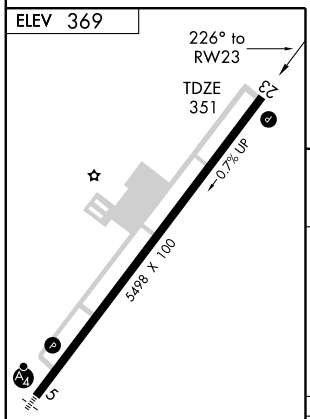
LOUISBURG/ FRANKLIN COUNTY (LHZ)

⚠ If local altimeter setting not received, use Raleigh-Durham altimeter setting and increase all MDAs 80 feet. When VGSI inoperative, procedure NA at night. DME/DME RNP-0.3 NA.

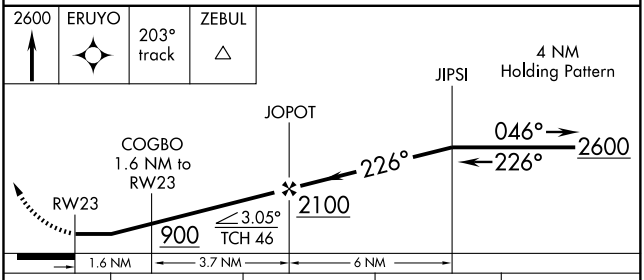
MISSED APPROACH: Climb to 2600 direct ERUYO and via 203° track to ZEBUL and hold.

AWOS-3	RALEIGH APP CON	GCO	UNICOM
118.325	125.3 380.05	135.075	123.0 (CTAF) L





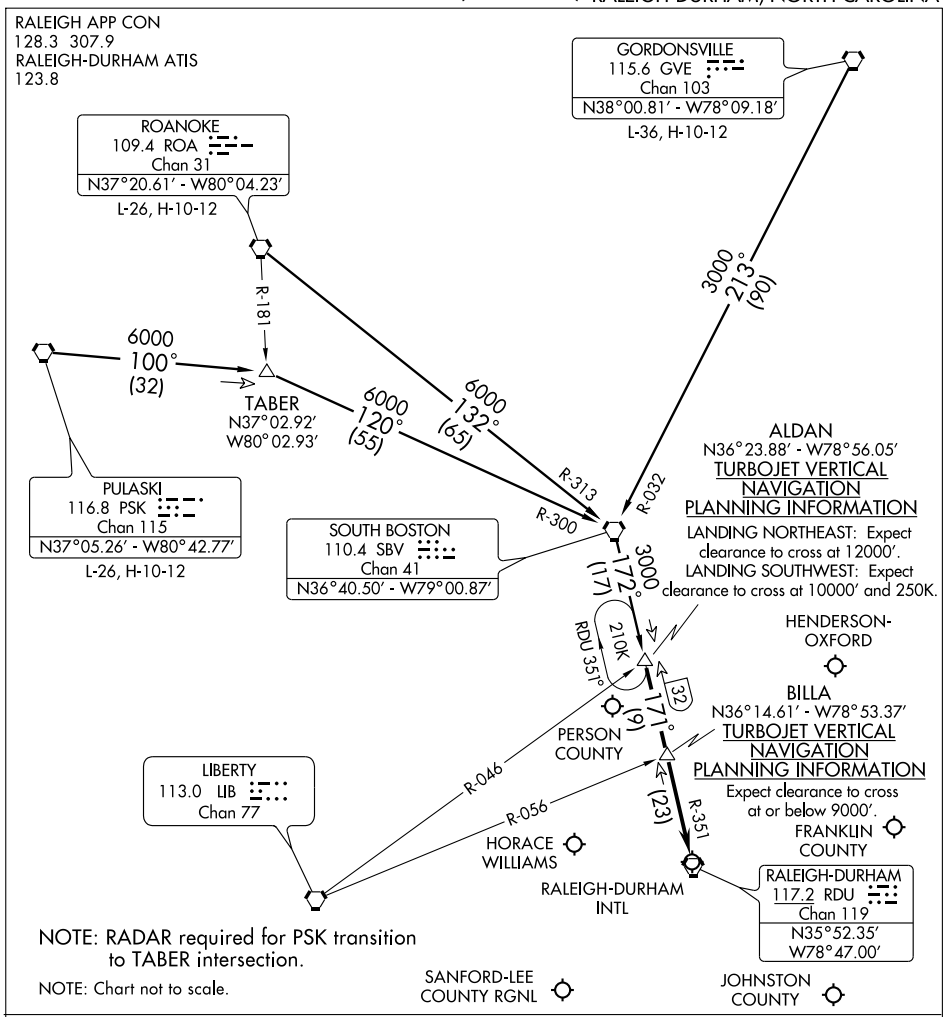
MIRL Rwy 5-23 L
REIL Rwy 23 L



CATEGORY	A	B	C	D
LNAV MDA	700-1 349 (400-1)			700-1¼ 349 (400-1¼)
CIRCLING	800-1 431(500-1)	820-1 451 (500-1)	820-1½ 451 (500-1½)	920-2 551 (600-2)

SE-2, 22 OCT 2009 to 19 NOV 2009

SOUTH BOSTON FOUR ARRIVAL (SBV.SBV4) RALEIGH-DURHAM, NORTH CAROLINA



GORDONSVILLE TRANSITION (GVE.SBV4): From over GVE VORTAC via GVE R-213 and SBV R-032 to SBV VORTAC, then via SBV R-172 to ALDAN INT. Thence. . . .

PULASKI TRANSITION (PSK.SBV4): From over PSK VORTAC via PSK R-100 and SBV R-300 to SBV VORTAC, then via SBV R-172 to ALDAN INT. Thence. . . .

ROANOKE TRANSITION (ROA.SBV4): From over ROA VORTAC via ROA R-132 and SBV R-313 to SBV VORTAC, then via SBV R-172 to ALDAN INT. Thence . . . .

. . . . From over ALDAN INT via RDU R-351 to BILLA INT, then via RDU R-351 to RDU VORTAC. For arrival to Raleigh-Durham Intl (RDU), Franklin County (LHZ), Horace Williams (IGX), Johnston County (JNX) and Sanford-Lee County Rgnl (TTA) airports: Expect radar vectors to final approach course after BILLA INT.

For arrival to Henderson-Oxford (HNZ) and Person County (TDF) airports: Expect radar vectors to final approach course after ALDAN INT.

SE-2, 22 OCT 2009 to 19 NOV 2009

VORTAC RDU 117.2 Chan 119	APP CRS 072°	Rwy Idg N/A TDZE N/A Apt Elev 369

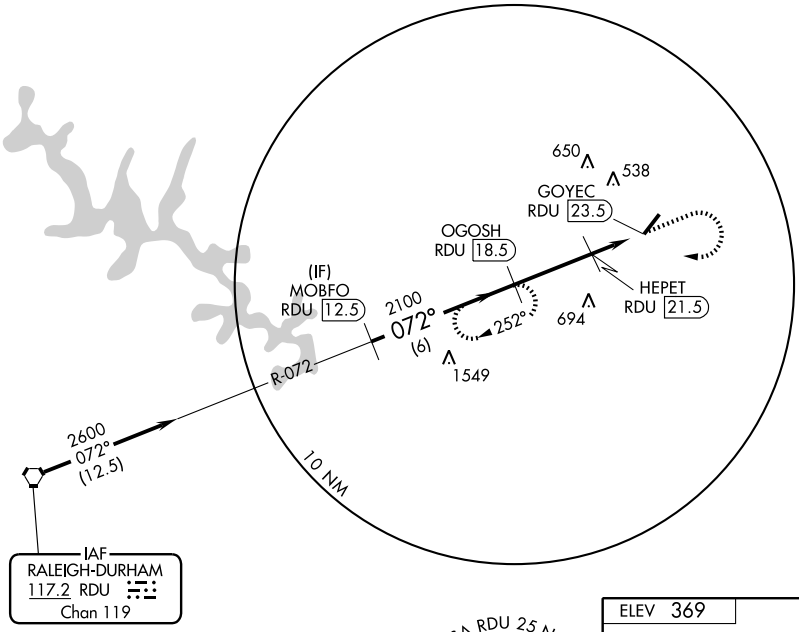
VOR/DME-A

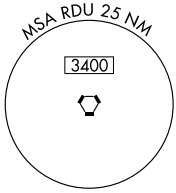
LOUISBURG/ FRANKLIN COUNTY (LHZ)

⚠ If local altimeter setting not received, use Raleigh-Durham altimeter setting and increase all MDAs 80 feet.

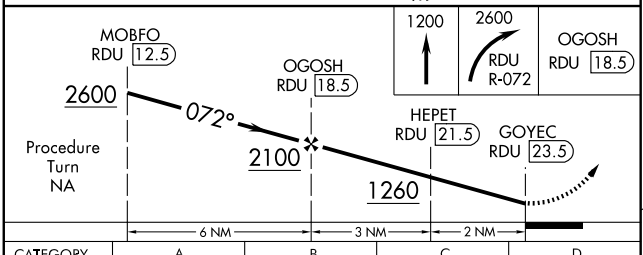
MISSED APPROACH: Climb to 1200 then climbing right turn to 2600 via RDU R-072 to OGOSH/RDU 18.5 DME and hold.

AWOS-3	RALEIGH APP CON	GCO	UNICOM
118.325	125.3 380.05	135.075	123.0 (CTAF) L

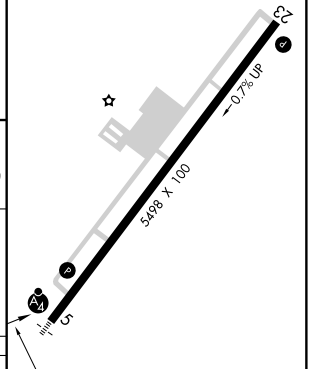




2349



CATEGORY	A	B	C	D
CIRCLING	1060-1	691 (700-1)	1060-2 691 (700-2)	1060-2¼ 691 (700-2¼)



SE-2, 22 OCT 2009 to 19 NOV 2009

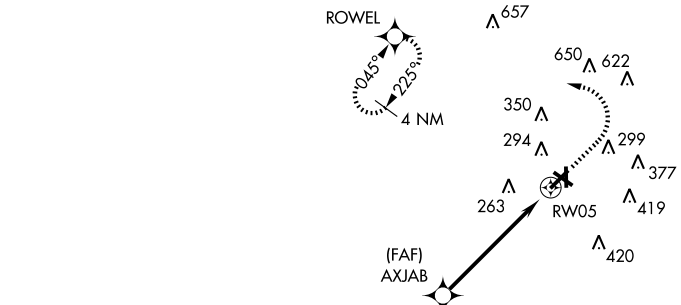
APP CRS	Rwy Idg	5340
053°	TDZE	124
	Apt Elev	126

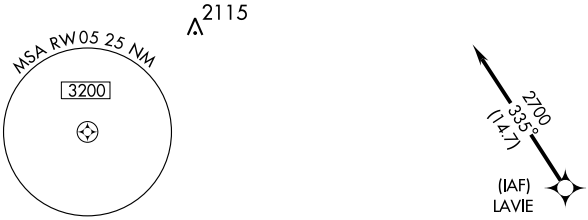
GPS RWY 5
LUMBERTON MUNI (LBT)

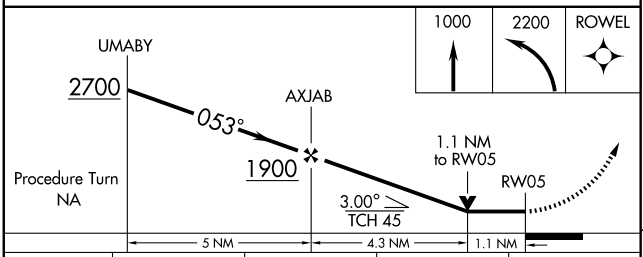
NA

MISSED APPROACH: Climb to 1000 then climbing left turn to 2200 direct ROWEL WP and hold.

ASOS	FAYETTEVILLE APP CON	UNICOM
134.775	133.0 295.0	122.8 (CTAF) L

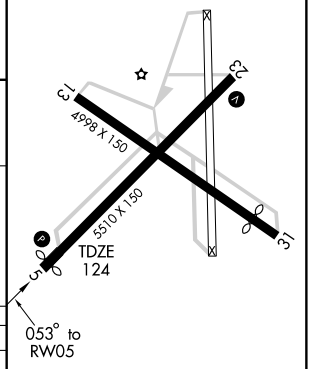






CATEGORY	A	B	C	D
S-5	520-1 396 (400-1)			NA
CIRCLING	660-1 534 (600-1)		660-1½ 534 (600-1½)	NA

ELEV 126 | Rwy 5 ldg 5340′ | Rwy 31 ldg 4408′



MIRL Rwy 5-23 L
REIL Rwys 5 and 23 L

SE-2, 22 OCT 2009 to 19 NOV 2009

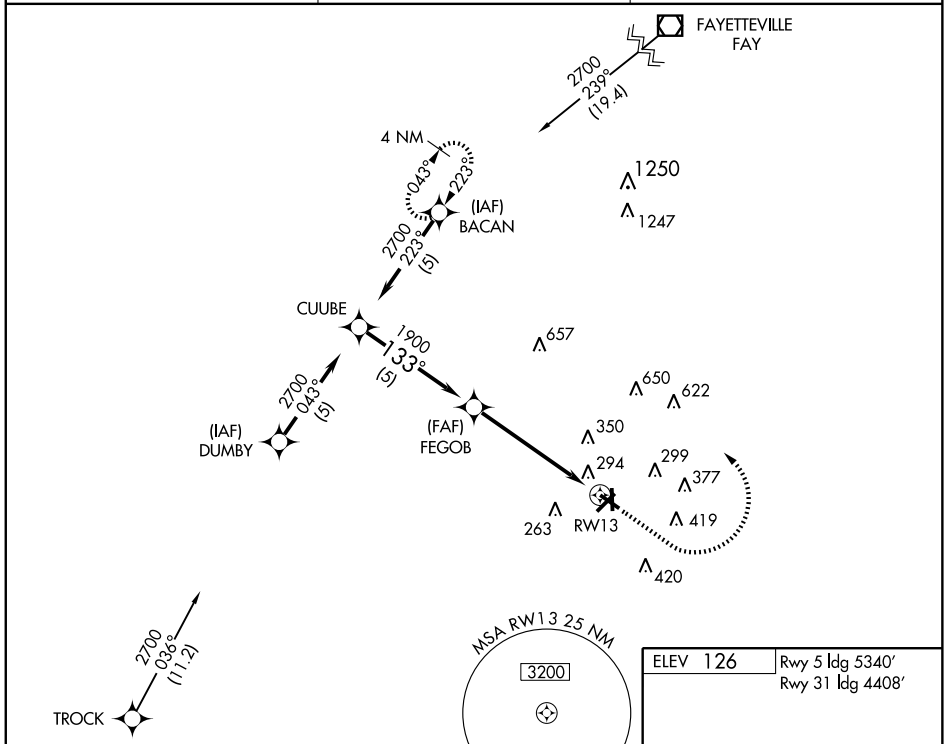
APP CRS	Rwy Idg	4998
133°	TDZE	125
	Apt Elev	126

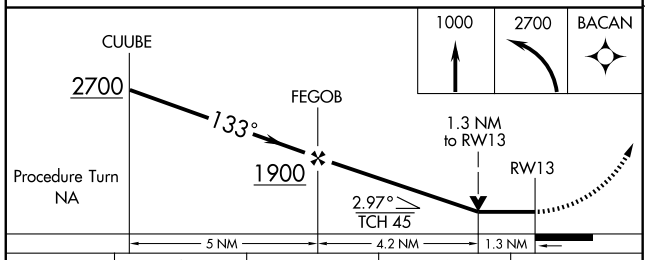
GPS RWY 13
LUMBERTON MUNI (LBT)

NA Straight-in minimums not authorized at night.

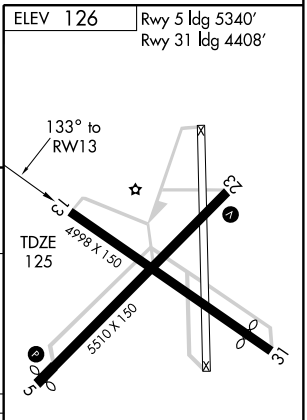
MISSED APPROACH: Climb to 1000 then climbing left turn to 2700 direct BACAN WP and hold.

ASOS	FAYETTEVILLE APP CON	UNICOM
134.775	133.0 295.0	122.8 (CTAF) L





CATEGORY	A	B	C	D
S-13	580-1 455 (500-1)		580-1¼ 455 (500-1¼)	NA
CIRCLING	660-1 534 (600-1)		660-1½ 534 (600-1½)	NA



MIRL Rwy 5-23 L
REIL Rwys 5 and 23 L

SE-2, 22 OCT 2009 to 19 NOV 2009

LOC I-JBD	APP CRS	Rwy Idg	5340
108.95	053°	TDZE	124
		Apt Elev	126

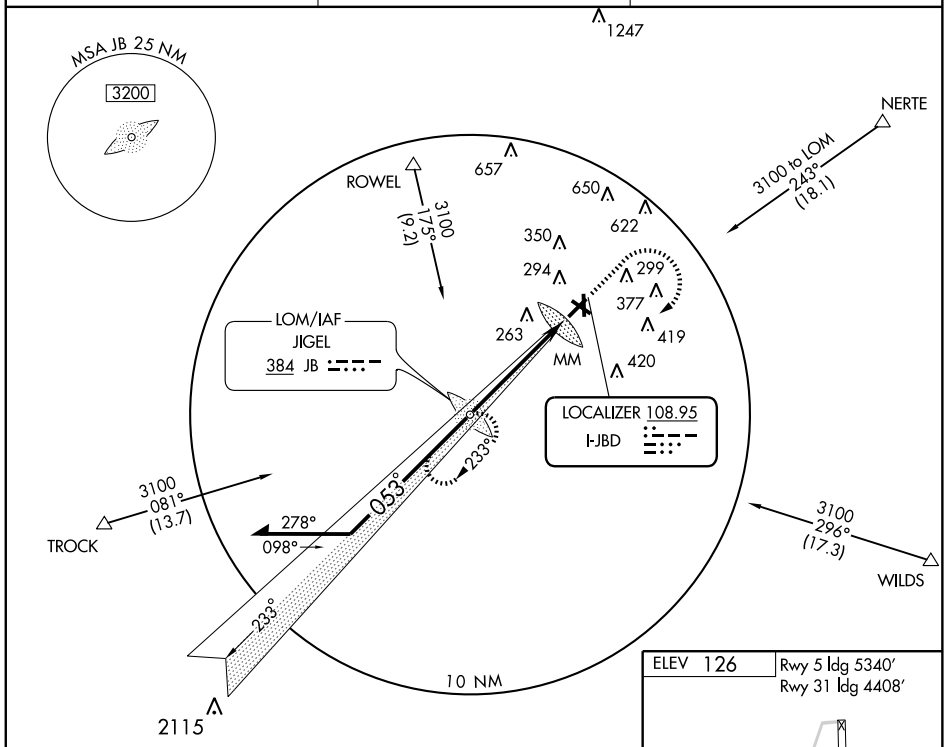
ILS RWY 5
LUMBERTON MUNI (LBT)

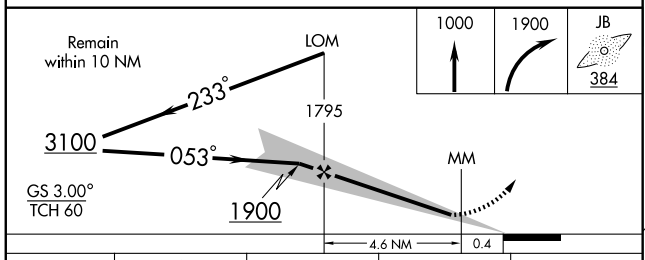
NA

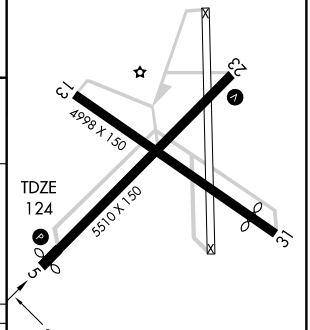
ADF REQUIRED

MISSED APPROACH: Climb to 1000 then climbing right turn to 1900 direct JIGEL LOM and hold.

ASOS	FAYETTEVILLE APP CON	UNICOM
134.775	133.0 295.0	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-ILS 5	324-¾ 200 (200-¾)			NA
S-LOC 5	500-1 376 (400-1)			NA
CIRCLING	660-1 534 (600-1)		660-1½ 534 (600-1½)	NA

FAF to MAP 5 NM					
Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

SE-2, 22 OCT 2009 to 19 NOV 2009

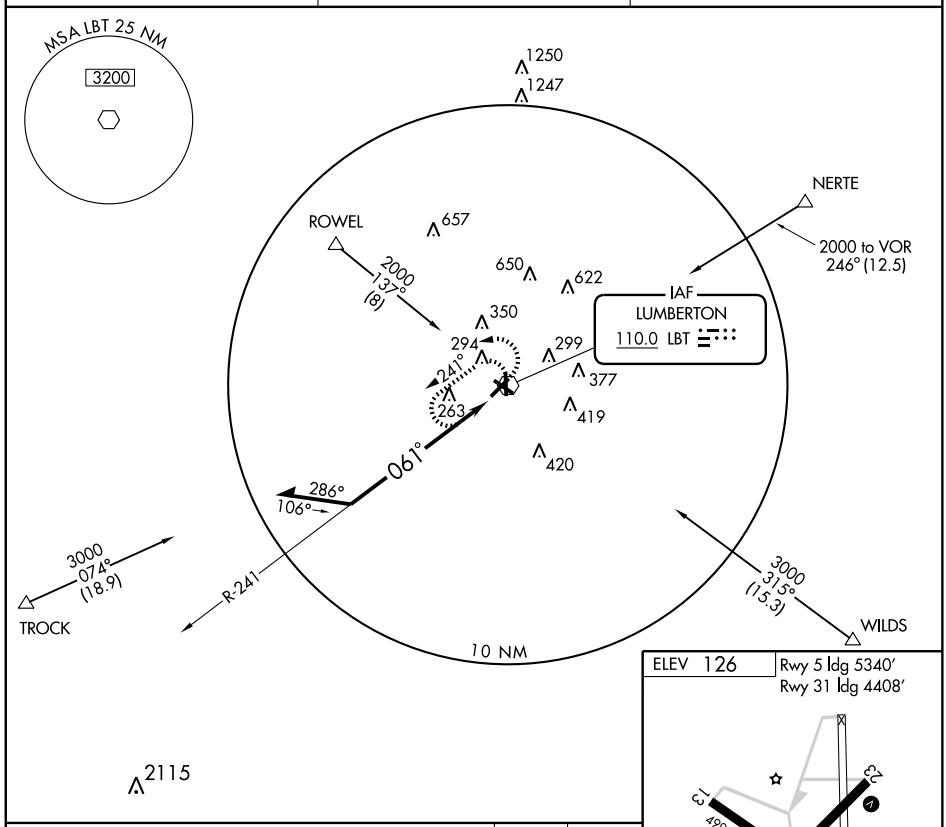
VOR LBT	APP CRS	Rwy ldg	5340
110.0	061°	TDZE	124
		Apt Elev	126

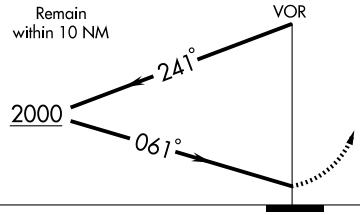
VOR RWY 5
LUMBERTON MUNI (LBT)

NA

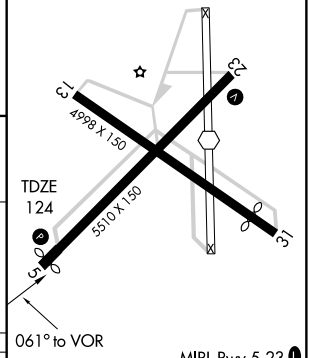
MISSED APPROACH: Climbing left turn to 2000 in LBT VOR holding pattern.

ASOS	FAYETTEVILLE APP CON	UNICOM
134.775	133.0 295.0	122.8 (CTAF) L





2000	LBT
	110.0



MIRL Rwy 5-23 L
REIL Rwys 5 and 23 L

CATEGORY	A	B	C	D
S-5	620-1	496 (500-1)	620-1¼ 496 (500-1¼)	NA
CIRCLING	660-1	534 (600-1)	660-1½ 534 (600-1½)	NA

Knots	60	90	120	150	180
Min:Sec					

SE-2, 22 OCT 2009 to 19 NOV 2009

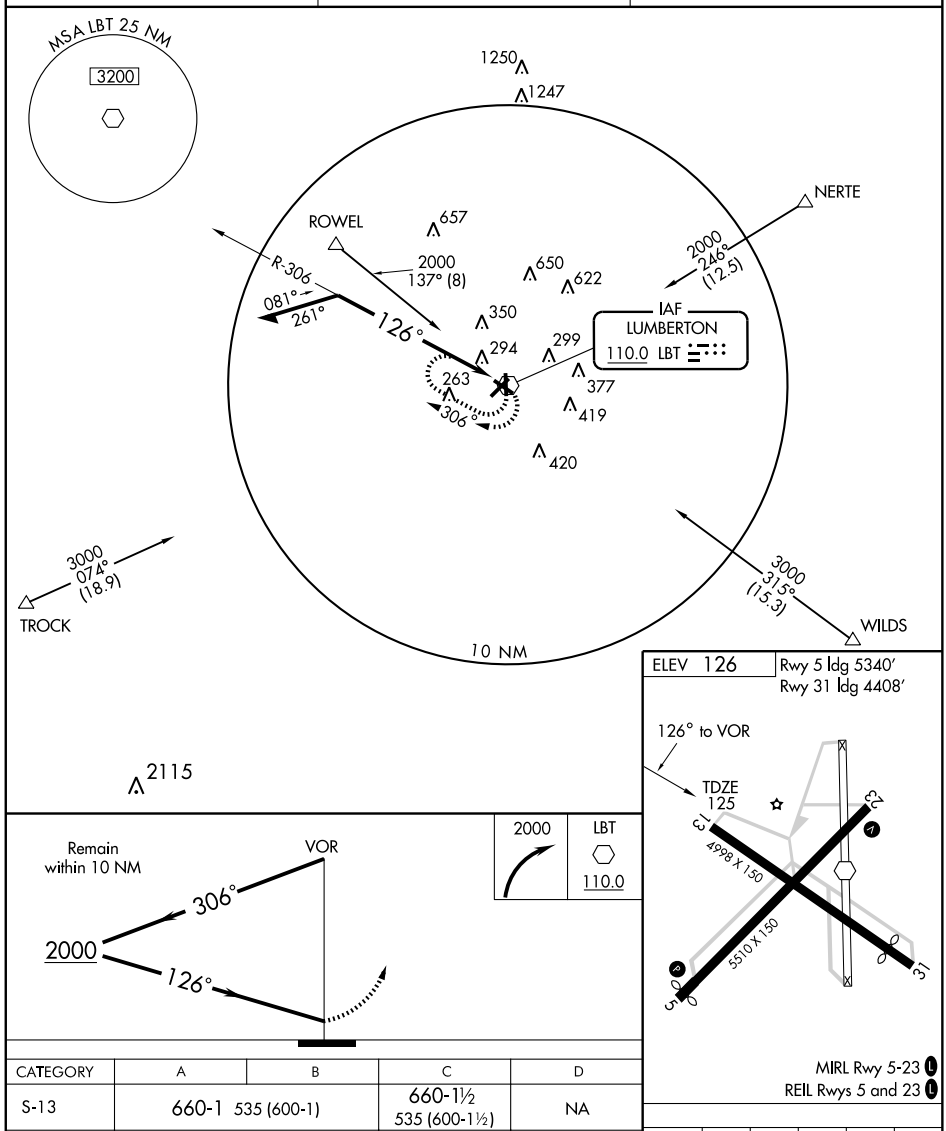
VOR LBT	APP CRS	Rwy Idg	4998
110.0	126°	TDZE	125
		Apt Elev	126

VOR RWY 13
LUMBERTON MUNI (LBT)

NA Straight-in minimums not authorized at night.

MISSED APPROACH: Climbing right turn to 2000 in LBT VOR holding pattern.

ASOS	FAYETTEVILLE APP CON	UNICOM
134.775	133.0 295.0	122.8 (CTAF) L



2000	LBT
	110.0

ELEV 126 | Rwy 5 ldg 5340′ Rwy 31 ldg 4408′

MIRL Rwy 5-23 L
REIL Rwys 5 and 23 L

CATEGORY	A	B	C	D
S-13	660-1	535 (600-1)	660-1½ 535 (600-1½)	NA
CIRCLING	660-1	534 (600-1)	660-1½ 534 (600-1½)	NA

Knots	60	90	120	150	180
Min:Sec					

SE-2, 22 OCT 2009 to 19 NOV 2009

09239

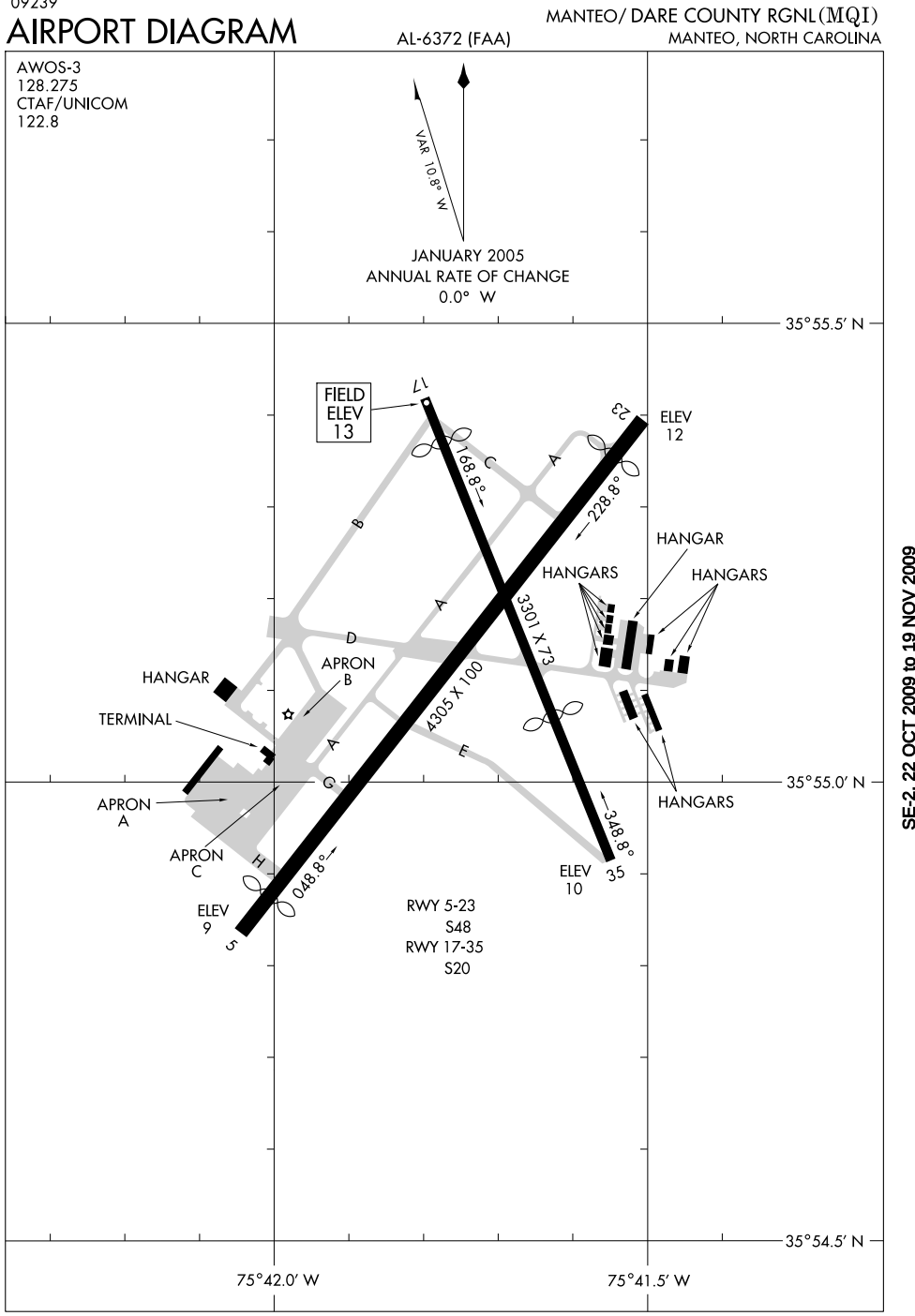
AIRPORT DIAGRAM

AL-6372 (FAA)

MANTEO/ DARE COUNTY RGNL (MQI)

MANTEO, NORTH CAROLINA

AWOS-3
128.275
CTAF/UNICOM
122.8



SE-2, 22 OCT 2009 to 19 NOV 2009

APP CRS	Rwy Idg	4000
046°	TDZE	13
	Apt Elev	14

GPS RWY 5

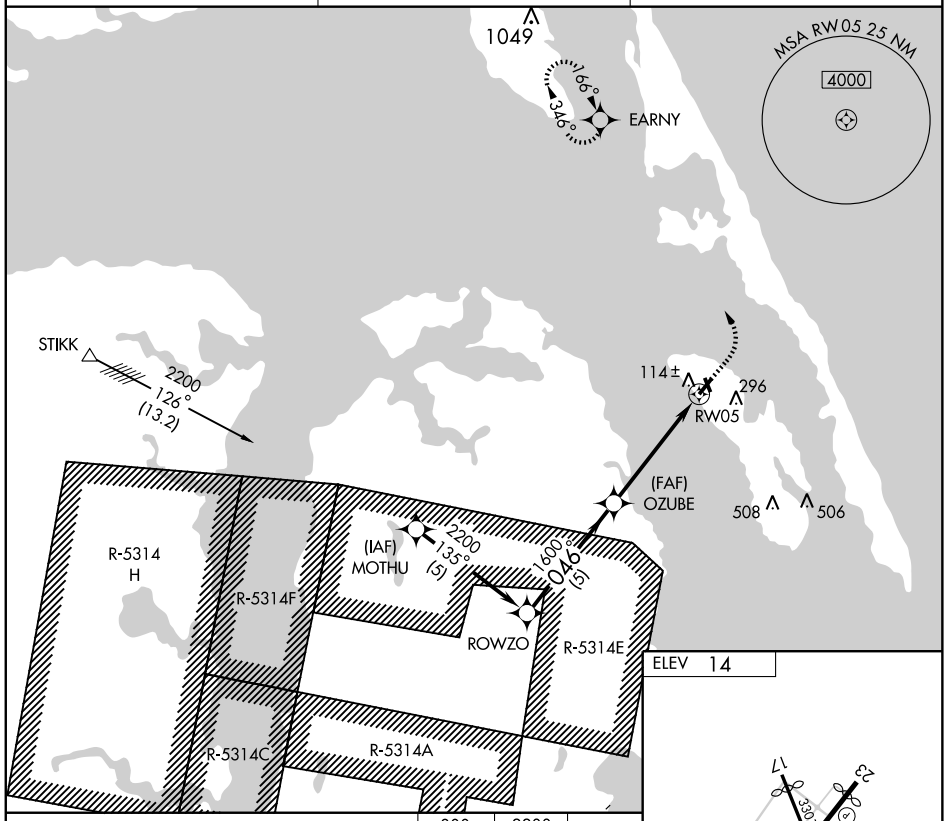
MANTEO/ DARE COUNTY RGNL (MQI)

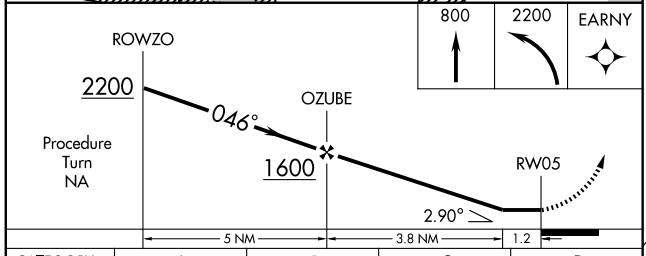
When R-5314 A,C,E,F,G or H in effect procedure not authorized.

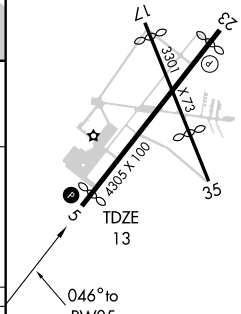
NA

MISSED APPROACH: Climb to 800 then climbing left turn to 2200 direct EARNY WP and hold.

AWOS-3	WASHINGTON CENTER	UNICOM
128.275	124.725 350.35	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-5	440-1 427 (500-1)		440-1¼ 427 (500-1¼)	NA
CIRCLING	600-1 586 (600-1)		600-1½ 586 (600-1½)	NA

REIL Rwy 5 L
MIRL Rwys 5-23 and 17-35 L

SE-2, 22 OCT 2009 to 19 NOV 2009

MANTEO, NORTH CAROLINA AL-6372 (FAA)

APP CRS	Rwy ldg	3012
166°	TDZE	14
	Apt Elev	14

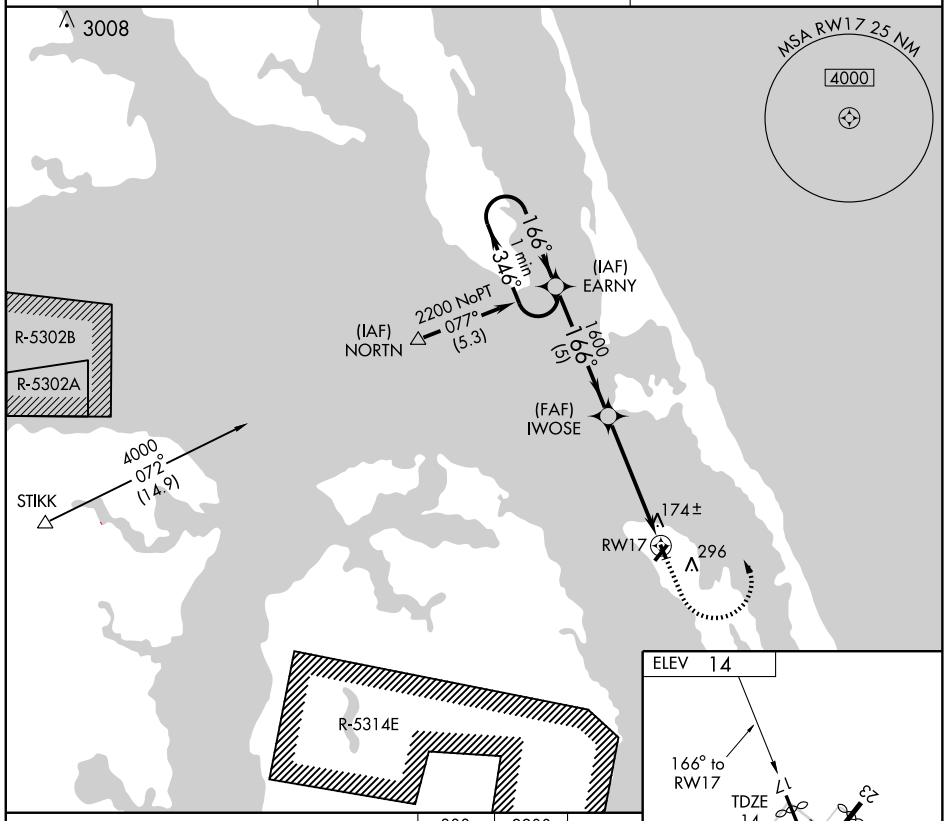
GPS RWY 17

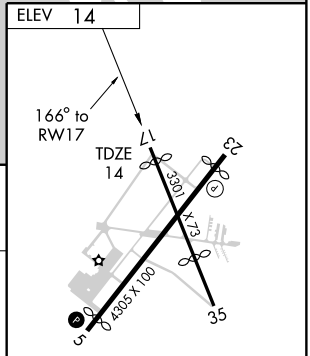
MANTEO/DARE COUNTY RGNL (MQI)

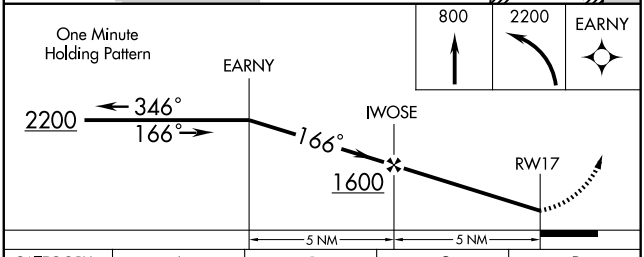
NA

MISSED APPROACH: Climb to 800 then climbing left turn to 2200 direct EARNY WP and hold.

AWOS-3	WASHINGTON CENTER	UNICOM
128.275	124.725 350.35	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-17	440-1	426 (500-1)	440-1¼ 426 (500-1¼)	NA
CIRCLING	600-1	586 (600-1)	600-1½ 586 (600-1½)	NA

REIL Rwy 5 L
MIRL Rwys 5-23 and 17-35 L

SE-2, 22 OCT 2009 to 19 NOV 2009

MANTEO, NORTH CAROLINA AL-6372 (FAA)

APP CRS	Rwy Idg	4004
226°	TDZE	13
	Apt Elev	14

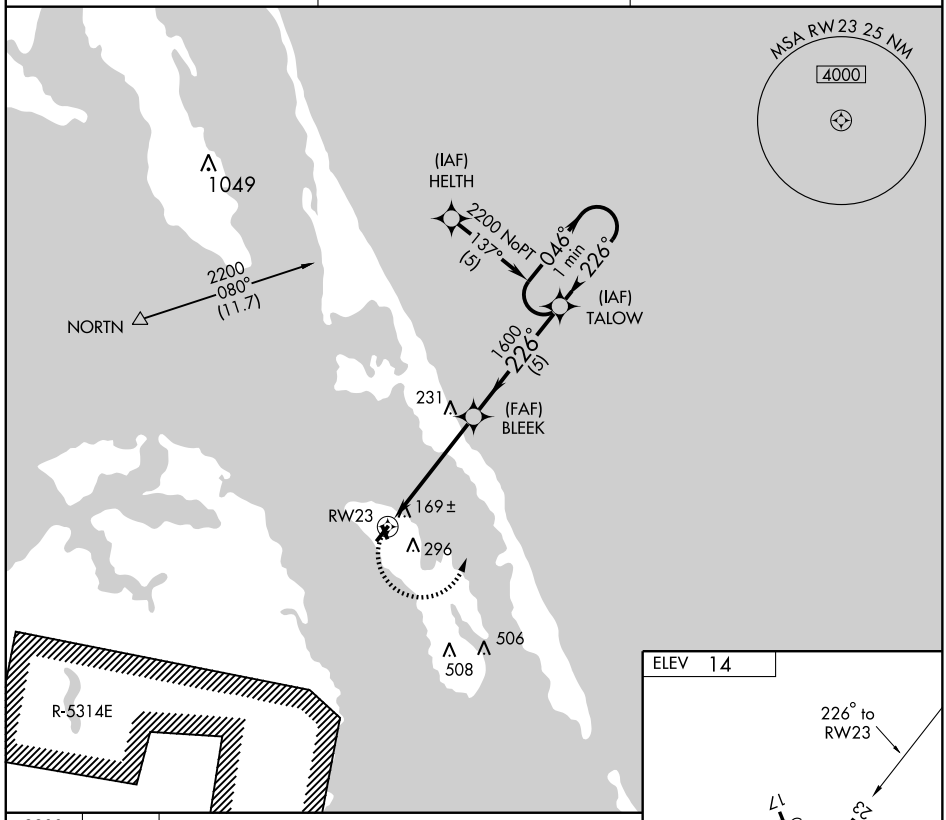
GPS RWY 23

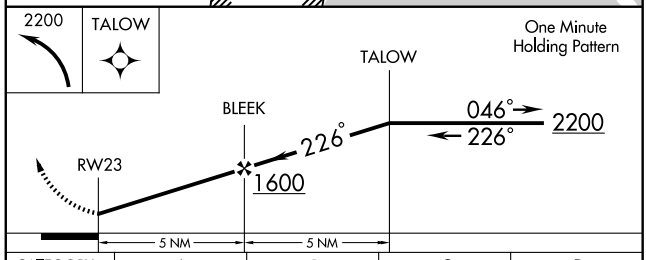
MANTEO/ DARE COUNTY RGNL (MQI)

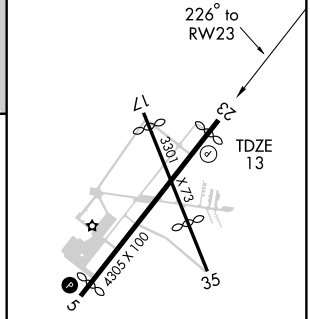
NA

MISSED APPROACH: Climbing left turn to 2200 direct TALOW WP and hold.

AWOS-3	WASHINGTON CENTER	UNICOM
128.275	124.725 350.35	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-23	440-1 427 (500-1)		440-1¼ 427 (500-1¼)	NA
CIRCLING	600-1 586 (600-1)		600-1½ 586 (600-1½)	NA

REIL Rwy 5 L
MIRL Rwys 5-23 and 17-35 L

SE-2, 22 OCT 2009 to 19 NOV 2009

NDB MQI 370	APP CRS 060°	Rwy Idg 4000 TDZE 13 Apt Elev 14

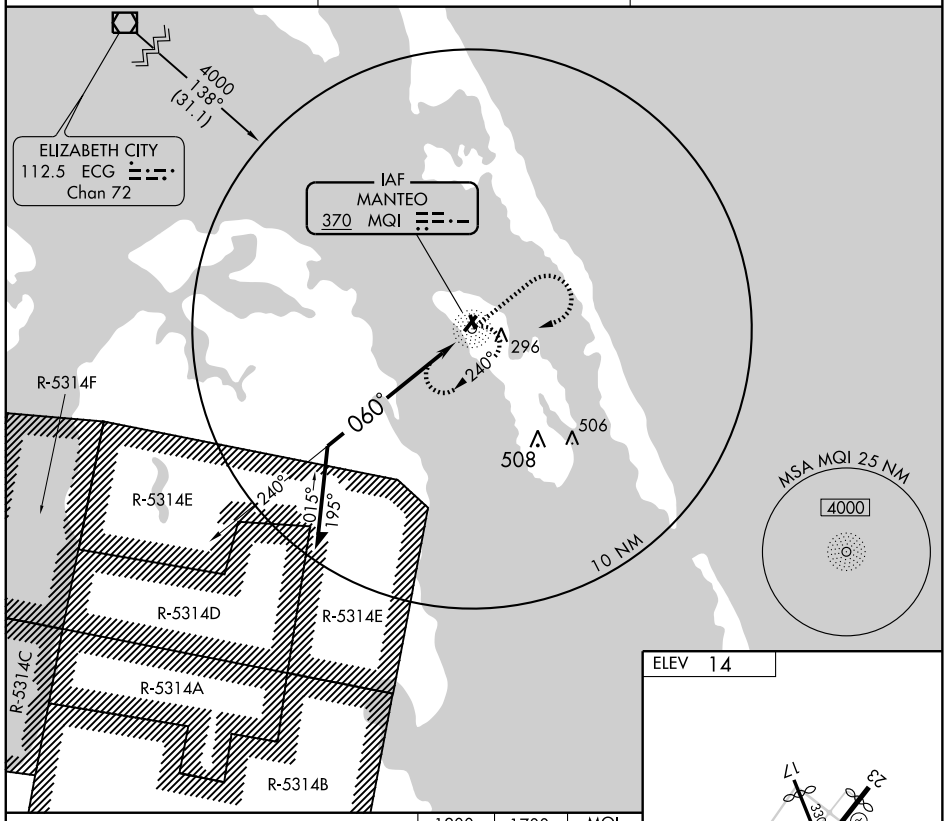
NDB RWY 5

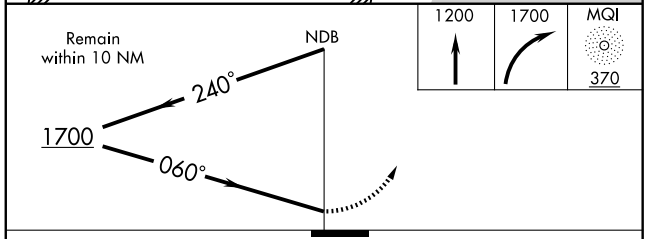
MANTEO/ DARE COUNTY RGNL (MQI)

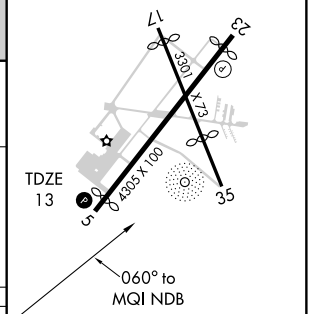
When R-5314-A, B, C, D, E, or F in effect procedure not authorized.

MISSED APPROACH: Climb to 1200 then climbing right turn to 1700 direct MQI NDB and hold.

AWOS-3	WASHINGTON CENTER	UNICOM
128.275	124.725 350.35	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-5	640-1	627 (700-1)	640-1¾ 627 (700-1¾)	NA
CIRCLING	640-1	626 (700-1)	640-1¾ 626 (700-1¾)	NA

REIL Rwy 5 L
MIRL Rwys 5-23 and 17-35 L

SE-2, 22 OCT 2009 to 19 NOV 2009

NDB MQI	APP CRS	Rwy ldg	3012
370	174°	TDZE	14
		Apt Elev	14

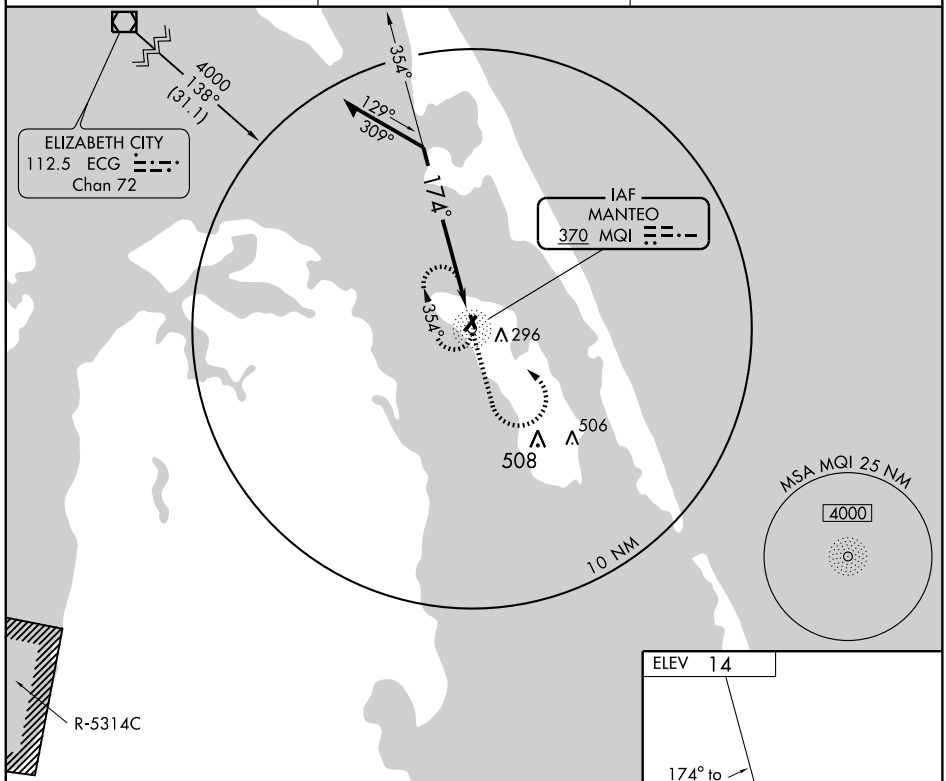
NDB RWY 17

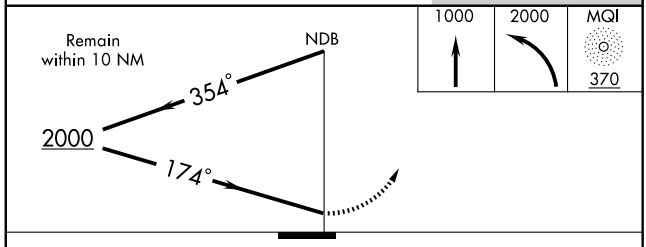
MANTEO/ DARE COUNTY RGNL (MQI)

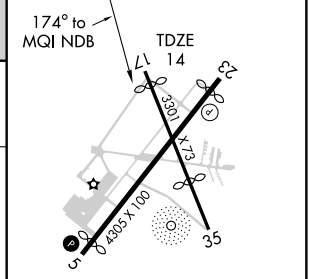
T
NA

MISSED APPROACH: Climb to 1000 then climbing left turn to 2000 direct MQI NDB and hold.

AWOS-3	WASHINGTON CENTER	UNICOM
128.275	124.725 350.35	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-17	680-1	666 (700-1)	680-1¾ 666 (700-1¾)	NA
CIRCLING	680-1	666 (700-1)	680-1¾ 666 (700-1¾)	NA

REIL Rwy 5 L
MIRL Rwys 5-23 and 17-35 L

SE-2, 22 OCT 2009 to 19 NOV 2009

VOR/DME RBX	APP CRS	Rwy Idg	3012
111.6	174°	TDZE	14
Chan 53		Apt Elev	14

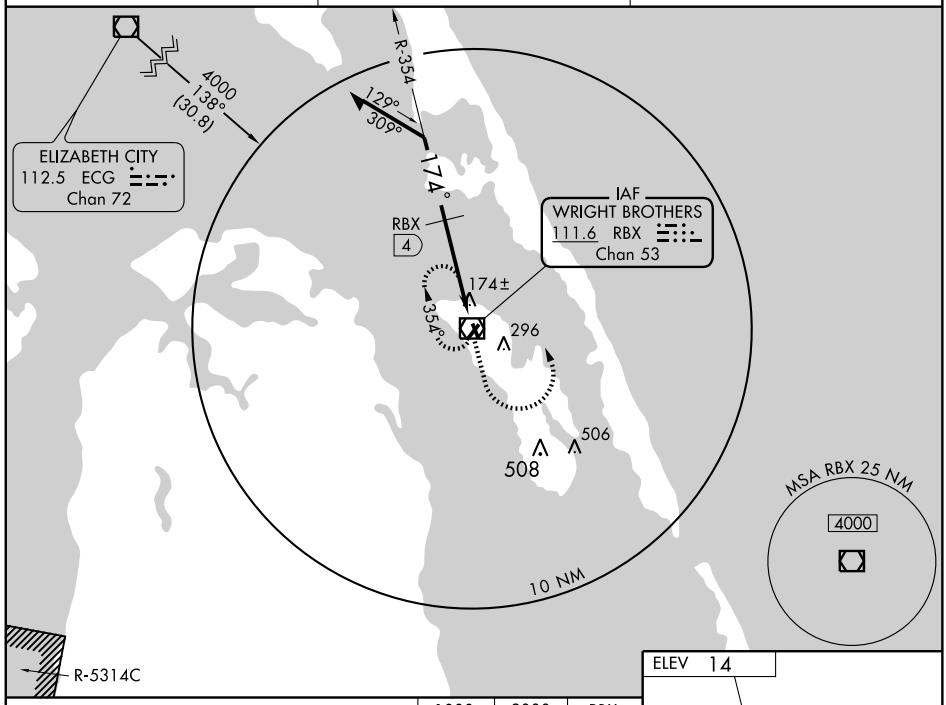
VOR RWY 17

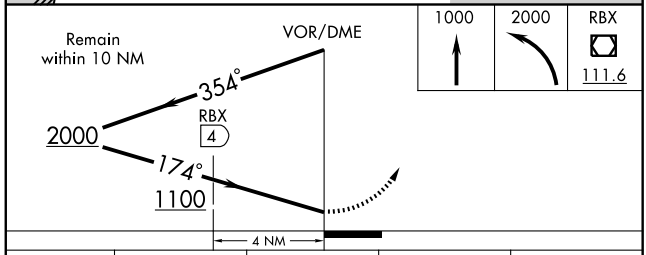
MANTEO/ DARE COUNTY RGNL (MQI)

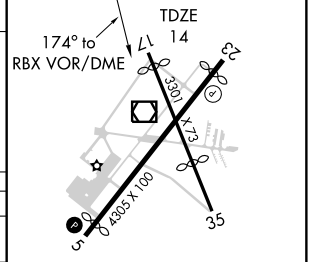
T
NA

MISSED APPROACH: Climb to 1000 then climbing left turn to 2000 direct RBX VOR/DME and hold.

AWOS-3	WASHINGTON CENTER	UNICOM
128.275	124.725 350.35	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-17	1100-1¼ 1086 (1100-1¼)	1100-1½ 1086 (1100-1½)	1100-3 1086 (1100-3)	NA
CIRCLING	1100-1¼ 1086 (1100-1¼)	1100-1½ 1086 (1100-1½)	1100-3 1086 (1100-3)	NA
DME MINIMUMS				
S-17	440-1 426 (500-1)		440-1¼ 426 (500-1¼)	NA
CIRCLING	600-1 586 (600-1)		600-1½ 586 (600-1½)	NA

REIL Rwy 5 L
MIRL Rwys 5-23 and 17-35 L

SE-2, 22 OCT 2009 to 19 NOV 2009

LOC I-MEB	APP CRS	Rwy Idg	6503
110.7	054°	TDZE	216
		Apt Elev	220

ILS or LOC RWY 5

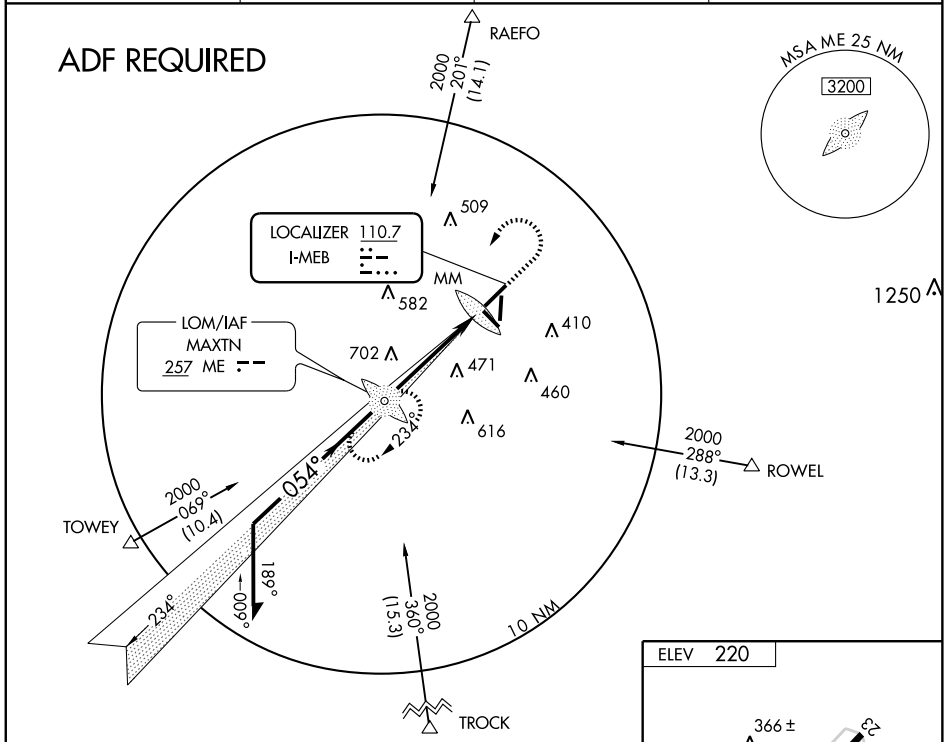
MAXTON/ LAURINBURG-MAXTON (MEB)

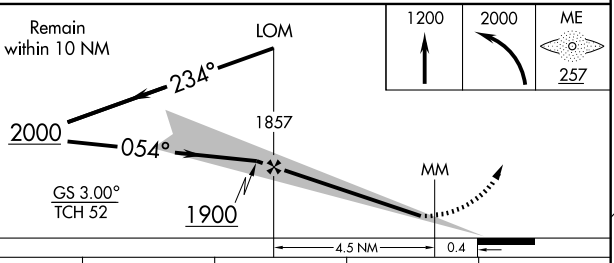
When local altimeter setting not received, use Lumberton altimeter setting and increase DA to 473 feet and increase all MDA 60 feet. Increase S-LOC 5 Cat. D visibility ¼ mile. ADF REQUIRED.

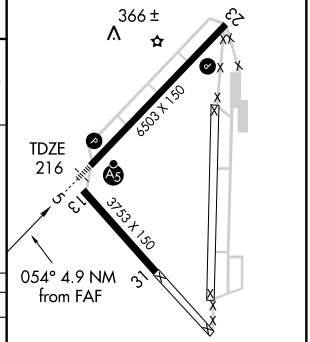
MALSR

MISSED APPROACH: Climb to 1200 then climbing left turn to 2000 direct ME LOM and hold.

ASOS	FAYETTEVILLE APP CON	GCO	UNICOM
134.125	127.8 343.725	135.075	122.8 (CTAF) L







MIRL Rwy 13-31
HIRL Rwy 5-23 L

CATEGORY	A	B	C	D
S-ILS 5	416-½ 200 (200-½)			
S-LOC 5	720-½ 504 (500-½)		720-1 504 (500-1)	
CIRCLING	720-1 500 (500-1)		720-1½ 500 (500-1½)	780-2 560 (600-2)

FAF to MAP 4.9 NM

Knots	60	90	120	150	180
Min:Sec	4:54	3:16	2:27	1:58	1:38

SE-2, 22 OCT 2009 to 19 NOV 2009

APP CRS	Rwy Idg	6503
054°	TDZE	216
	Apt Elev	220

RNAV (GPS) RWY 5

MAXTON/LAURINBURG-MAXTON (MEB)

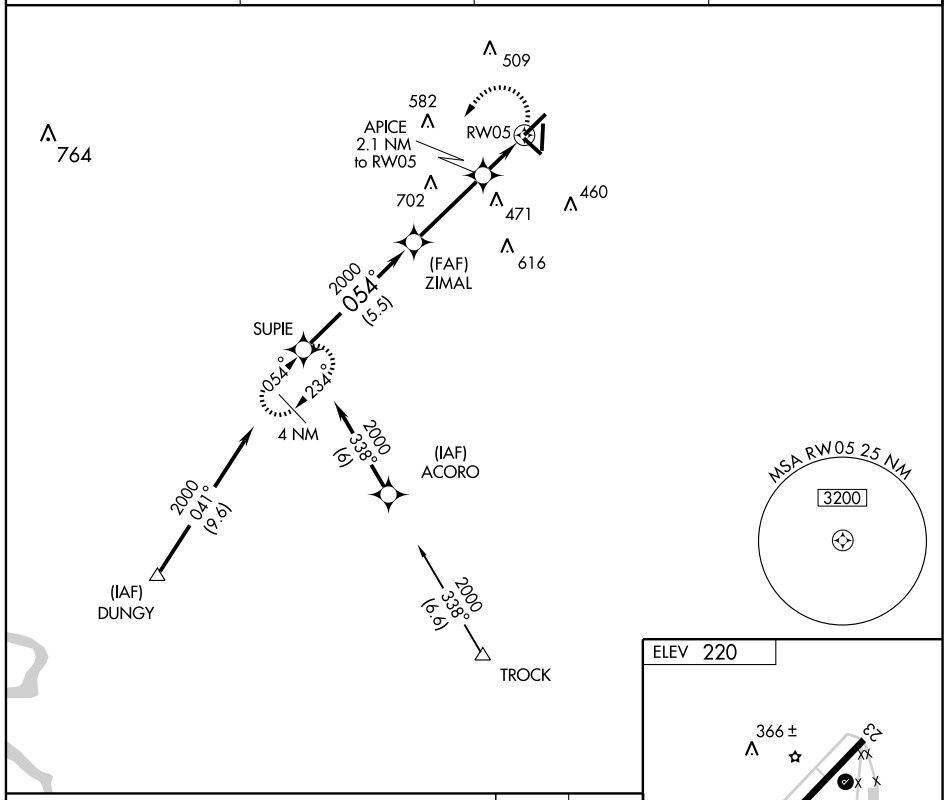
When local altimeter setting not received, use Lumberton altimeter setting and increase all MDA 60 feet. For inoperative MALSR, increase LNAV Cat. D visibility ¼ mile. DME/DME RNP-0.3 NA. VDP NA when using Lumberton altimeter setting.

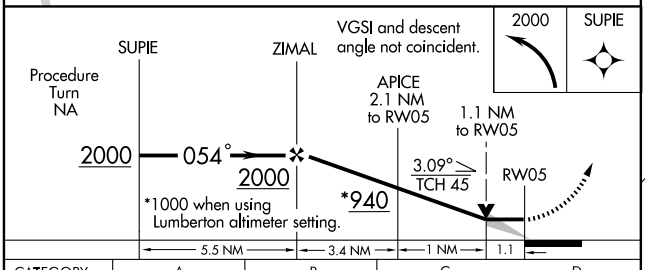
NA

MALSR

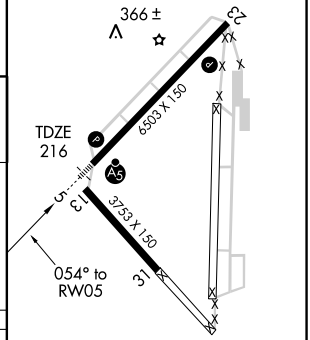
MISSED APPROACH: Climbing left turn to 2000 direct SUPIE WP and hold.

ASOS	FAYETTEVILLE APP CON	GCO	UNICOM
134.125	127.8 343.725	135.075	122.8 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	620-½ 404 (400-½)		620-¾ 404 (400-¾)	620-1 404 (400-1)
CIRCLING	680-1 460 (500-1)		680-1½ 460 (500-1½)	780-2 560 (600-2)



MIRL Rwy 13-31
HIRL Rwy 5-23 L

SE-2, 22 OCT 2009 to 19 NOV 2009

APP CRS	Rwy Idg	6503
234°	TDZE	220
	Apt Elev	220

RNAV (GPS) RWY 23

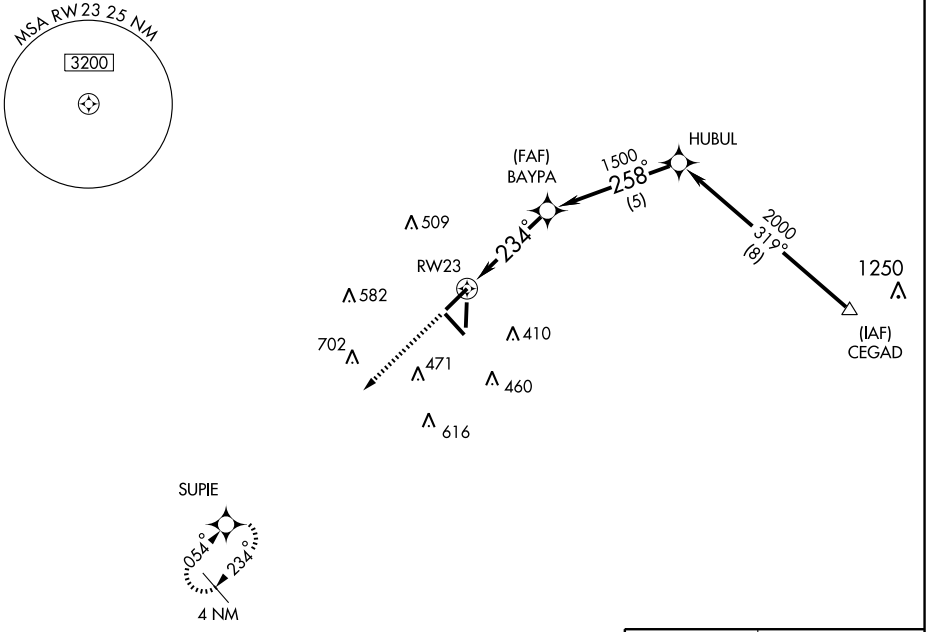
MAXTON/ LAURINBURG-MAXTON (MEB)

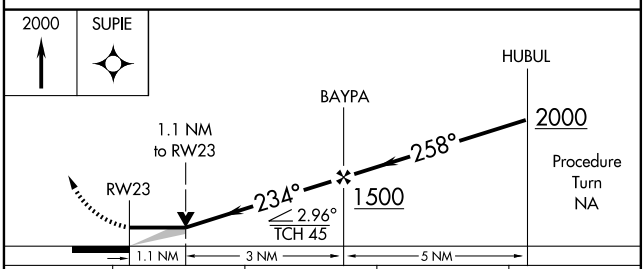
NA

GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA. If local altimeter setting not received, use Lumberton altimeter setting and increase all MDA's 60 feet. VDP NA with Lumberton altimeter setting.

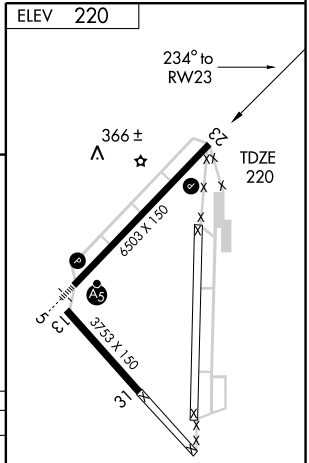
MISSED APPROACH: Climb to 2000 direct SUPIE WP and hold.

ASOS	FAYETTEVILLE APP CON	GCO	UNICOM
134.125	127.8 343.725	135.075	122.8 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	580-1 360 (400-1)			580-1¼ 360 (400-1¼)
CIRCLING	680-1 460 (500-1)		680-1½ 460 (500-1½)	780-2 560 (600-2)



MIRL Rwy 13-31
HIRL Rwy 5-23 L

SE-2, 22 OCT 2009 to 19 NOV 2009

APP CRS		
094°	Rwy Idg	2943
	TDZE	818
	Apt Elev	818

RNAV (GPS) RWY 9

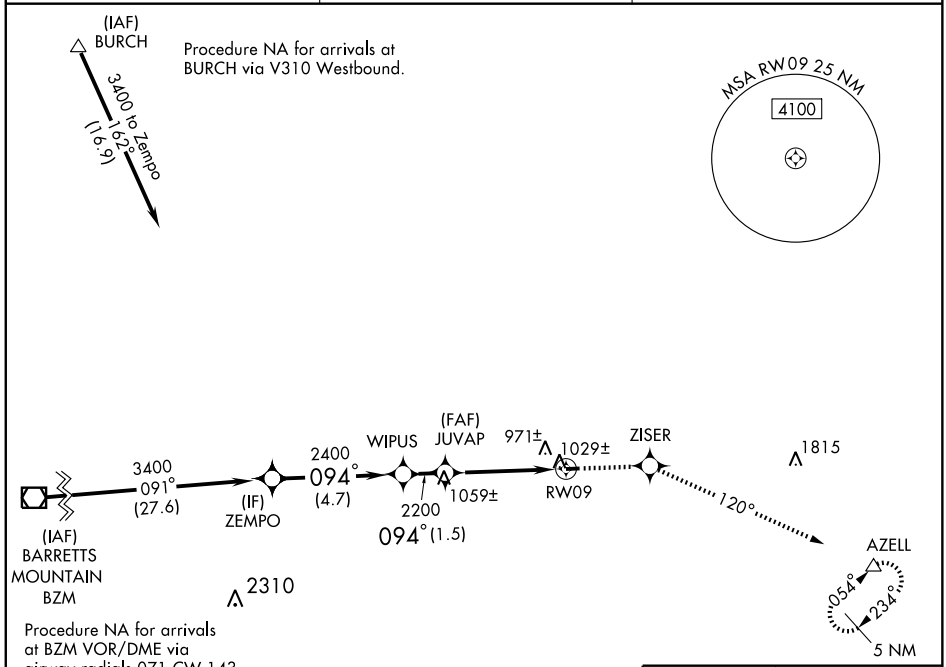
MOCKSVILLE/ TWIN LAKES (8A7)

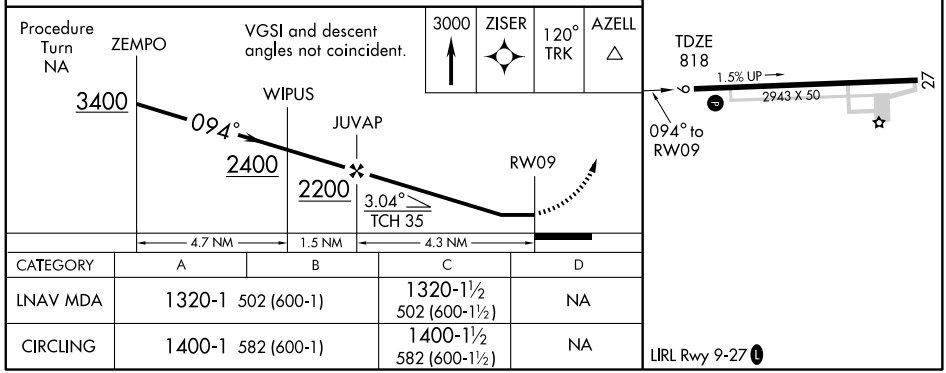
Use Davidson County altimeter setting; if not received, use Smith Reynolds altimeter setting and increase all MDAs 40 feet. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

NA

MISSED APPROACH: Climb to 3000 direct ZISER and via 120° track to AZELL and hold.

DAVIDSON COUNTY AWOS-3	GREENSBORO APP CON	UNICOM
119.825	124.35 269.225	122.7 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	1320-1 502 (600-1)		1320-1½ 502 (600-1½)	NA
CIRCLING	1400-1 582 (600-1)		1400-1½ 582 (600-1½)	NA

LIRL Rwy 9-27 L

SE-2, 22 OCT 2009 to 19 NOV 2009

ASOS
135.775
CLNC DEL
132.55
CTAF
122.7
CHARLOTTE DEP CON
120.05 307.8
For DEBIE and ZAVER transitions:
120.5

VOLUNTEER
116.4 VXV
Chan 111
N35° 54.29′-W83° 53.68′
L-25, H-9-12

HARRIS
109.8 HRS
Chan 35
N34° 56.58′-W83° 54.94′
L-25, H-9-12

CHARLOTTE
115.0 CLT
Chan 97
N35° 11.42′-W80° 57.11′

HARAY
N35° 07.76′
W081° 45.69′

14000
*5700
270°
(25)

14000
*2900
270°
(40)

65

ZAVER
N35° 05.31′
W082° 16.01′

14000
*2600
255°
(45)

DEBIE
N34° 55.82′
W081° 48.53′

233°
053°

CHOO CHOO
115.8 GQO
Chan 105
N34° 57.68′-W85° 09.20′
L-25, H-9-12

SPARTANBURG
115.7 SPA
Chan 104
N35° 02.02′-W81° 55.62′
L-24-25, H-9-12

NOTE: Accelerate to 250 KIAS, if unable, advise ATC.
NOTE: Do not exceed 280 KIAS until advised by ATC.
NOTE: RADAR and DME Required.
NOTE: For turbojets only.
NOTE: Transponder code will be issued via Charlotte Clearance Delivery.

TAKEOFF MINIMUMS:
RWY 5, 23: STANDARD.

N

ATHENS
109.6 AHN
Chan 33
N33° 56.86′-W83° 19.49′
L-18, H-9-12

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

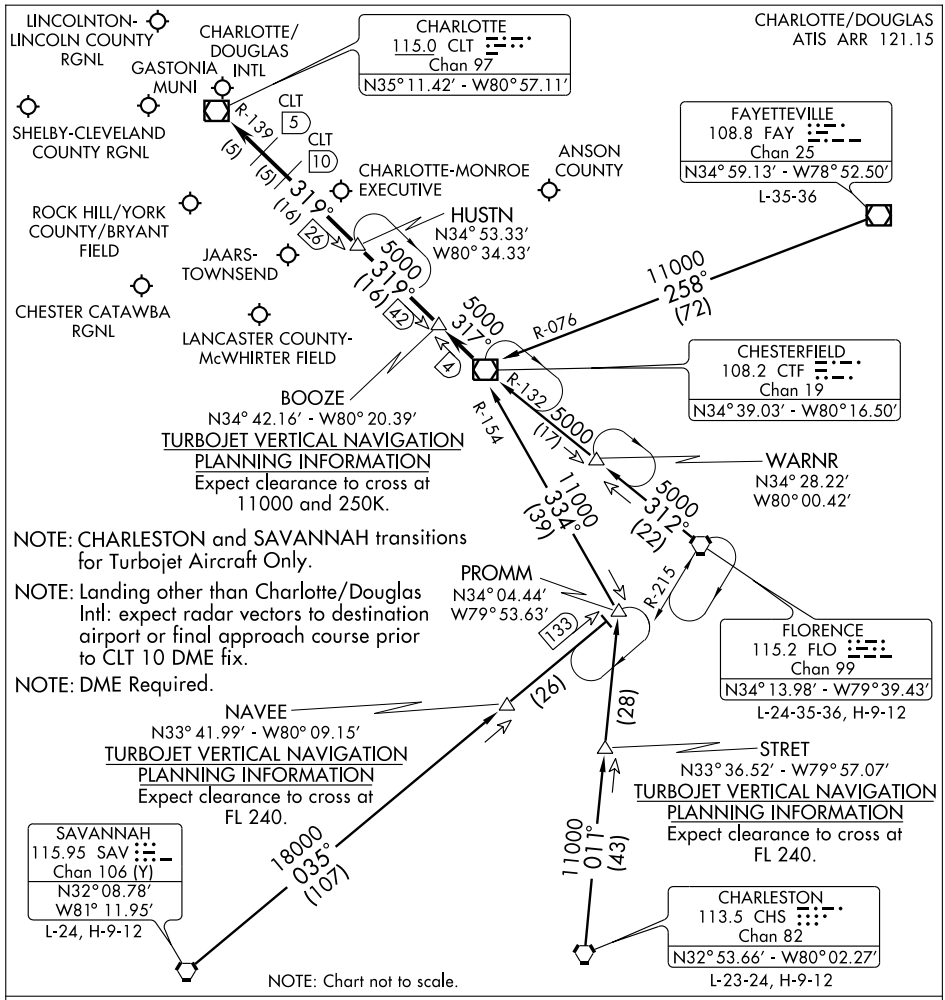
TAKEOFF RWY 5: Climb heading 053°. Thence...
TAKEOFF RWY 23: Climb heading 233°. Thence...
.... Expect radar vectors to intercept filed/assigned transition or enroute fix/navaid. Maintain 3000. Expect filed altitude/flight level 10 minutes after departure.

DEBIE TRANSITION (BOB2.DEBIE): From over CLT VOR/DME via CLT R-255 to DEBIE INT. Thence as filed.
HARAY TRANSITION (BOB2.HARAY): From over CLT VOR/DME via CLT R-270 to HARAY INT. Thence as filed.
ZAVER TRANSITION (BOB2.ZAVER): From over CLT VOR/DME via CLT R-270 to ZAVIER INT. Thence as filed.

TAKEOFF OBSTACLE NOTES:
NOTE: RWY 5, Multiple trees beginning 57 feet from DER, 379 feet right of centerline, up to 80 feet AGL/759 feet MSL. Multiple trees beginning 2130 feet from DER, 998 feet left of centerline, up to 100 feet AGL/759 feet MSL.
NOTE: RWY 23, Trees 3637 feet from DER, 733 feet right of centerline, 100 feet AGL/769 feet MSL. Trees 1.3 NM from DER, 1254 feet left of centerline, up to 100 feet AGL/757 feet MSL.

CHESTERFIELD THREE ARRIVAL

CHARLOTTE, NORTH CAROLINA



CHARLESTON TRANSITION (CHS.CTF3): From over CHS VORTAC via CHS R-011 to PROMM INT then via CTF R-154 to CTF VOR/DME. Thence....

FAYETTEVILLE TRANSITION (FAY.CTF3): From over FAY VOR/DME via FAY R-258 and CTF R-076 to CTF VOR/DME. Thence....

FLORENCE TRANSITION (FLO.CTF3): From over FLO VORTAC via FLO R-312 and CTF R-132 to CTF VOR/DME. Thence....

SAVANNAH TRANSITION (SAV.CTF3): From over SAV VORTAC via SAV R-035 to PROMM INT then via CTF R-154 to CTF VOR/DME. Thence....

. . . .From over CTF VOR/DME via CTF R-317 to BOOZE, then via CLT R-139 to:

(LANDING NORTH) HUSTN INT: Expect radar vectors to final approach course.

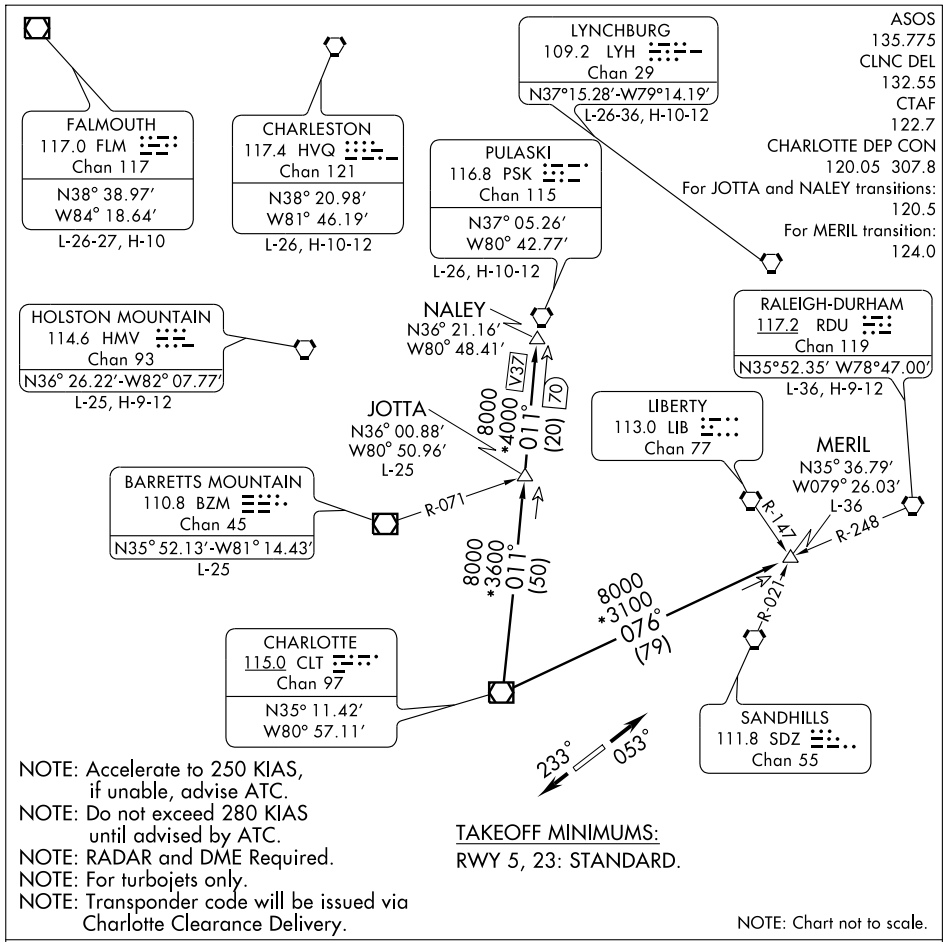
(LANDING SOUTH) CLT VOR/DME: Expect radar vectors to final approach course prior to CLT 5 DME fix.

SE-2, 22 OCT 2009 to 19 NOV 2009

HORNET FOUR DEPARTURE

SL-5726 (FAA)

CHARLOTTE-MONROE EXECUTIVE (EQY)
MONROE, NORTH CAROLINA



NOTE: Accelerate to 250 KIAS, if unable, advise ATC.
NOTE: Do not exceed 280 KIAS until advised by ATC.
NOTE: RADAR and DME Required.
NOTE: For turbojets only.
NOTE: Transponder code will be issued via Charlotte Clearance Delivery.

TAKEOFF MINIMUMS:
RWY 5, 23: STANDARD.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 5: Climb heading 053°. Thence....
TAKEOFF RWY 23: Climb heading 233°. Thence....
.... Expect radar vectors to intercept filed/assigned transition or enroute fix/navaid. Maintain 3000. Expect filed altitude/flight level 10 minutes after departure.

JOTTA TRANSITION (HOR4.JOTTA): From over CLT VOR/DME via CLT R-011 to JOTTA INT. Thence as filed.
MERIL TRANSITION (HOR4.MERIL): From over CLT VOR/DME via CLT R-076 to MERIL INT. Thence as filed.
NALEY TRANSITION (HOR4.NALEY): From over CLT VOR/DME via CLT R-011 to NALEY INT. Thence as filed.

(NARRATIVE CONTINUED ON FOLLOWING PAGE)

SE-2, 22 OCT 2009 to 19 NOV 2009

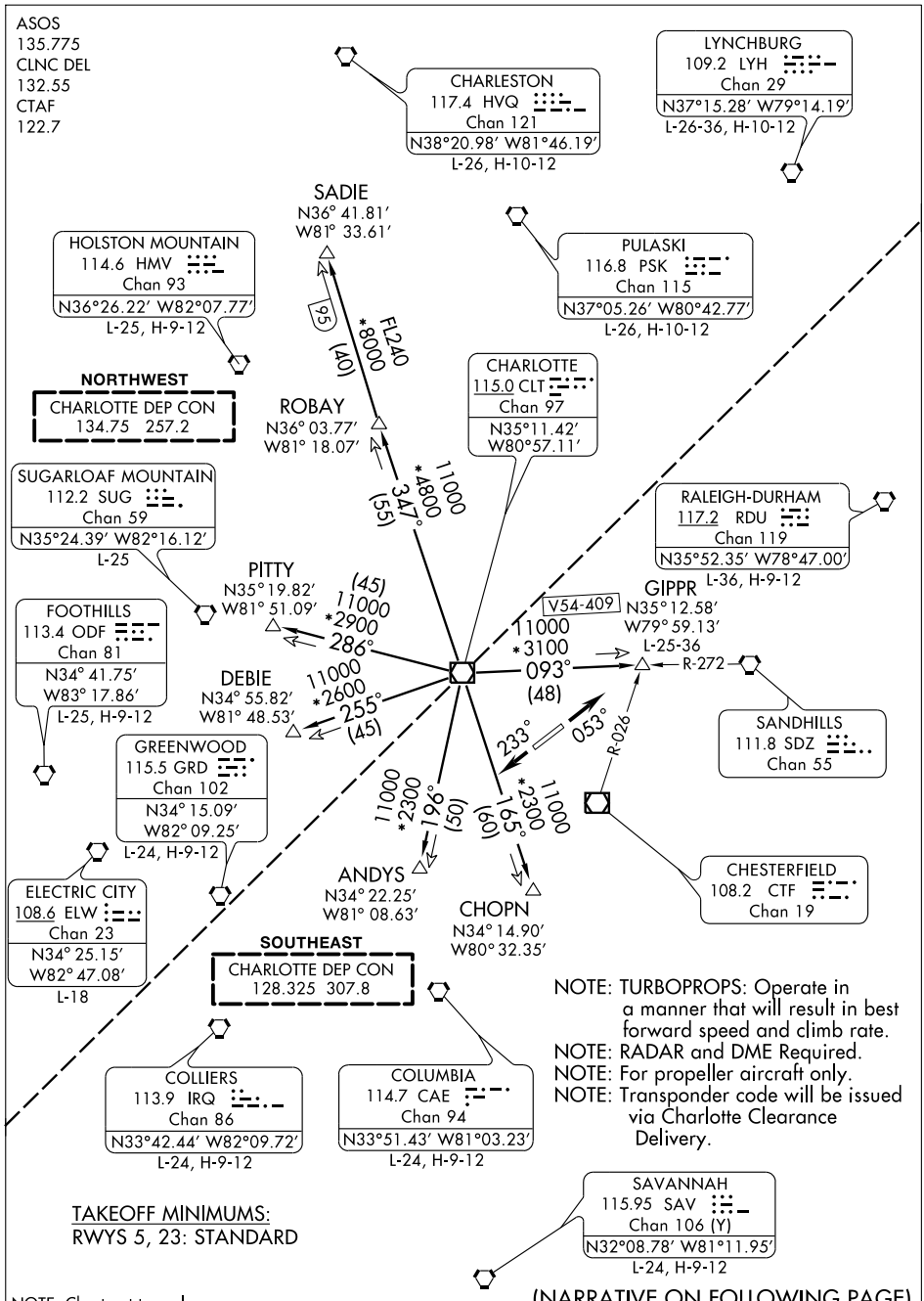
TAKEOFF OBSTACLE NOTES:

NOTE: RWY 5, Multiple trees beginning 57 feet from DER, 379 feet right of centerline, up to 80 feet AGL/759 feet MSL. Multiple trees beginning 2130 feet from DER, 998 feet left of centerline, up to 100 feet AGL/759 feet MSL.
NOTE: RWY 23, Trees 3637 feet from DER, 733 feet right of centerline, 100 feet AGL/769 feet MSL. Trees 1.3 NM from DER, 1254 feet left of centerline, 100 feet AGL/757 feet MSL.

SE-2, 22 OCT 2009 to 19 NOV 2009

HUGO EIGHT DEPARTURE

CHARLOTTE-MONROE EXECUTIVE (EQY)
SL-5726 (FAA)
MONROE, NORTH CAROLINA



NOTE: TURBOPROPS: Operate in a manner that will result in best forward speed and climb rate.
NOTE: RADAR and DME Required.
NOTE: For propeller aircraft only.
NOTE: Transponder code will be issued via Charlotte Clearance Delivery.

TAKEOFF MINIMUMS:
RWYS 5, 23: STANDARD

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

SE-2, 22 OCT 2009 to 19 NOV 2009

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 5: Climb heading 053°. Thence....
TAKEOFF RWY 23: Climb heading 233°. Thence....
.... Expect radar vectors to intercept filed/assigned transition or enroute fix/navaid. Maintain 3000. Expect filed altitude/flight level 10 minutes after departure.

ANDYS TRANSITION (HUG8.ANDYS): From over CLT VOR/DME via CLT R-196 to ANDYS INT. Thence as filed.
CHOPN TRANSITION (HUG8.CHOPN): From over CLT VOR/DME via CLT R-165 to CHOPN INT. Thence as filed.
DEBIE TRANSITION (HUG8.DEBIE): From over CLT VOR/DME via CLT R-255 to DEBIE INT. Thence as filed.
GIPPR TRANSITION (HUG8.GIPPR): From over CLT VOR/DME via CLT R-093 to GIPPR INT. Thence as filed.
PITTY TRANSITION (HUG8.PITTY): From over CLT VOR/DME via CLT R-286 to PITTY INT. Thence as filed.
ROBAY TRANSITION (HUG8.ROBAY): From over CLT VOR/DME via CLT R-347 to ROBAY INT. Thence as filed.
SADIE TRANSITION (HUG8.SADIE): From over CLT VOR/DME via CLT R-347 to SADIE INT. Thence as filed.

TAKEOFF OBSTACLE NOTES:

NOTE: RWY 5, Multiple trees beginning 57 feet from DER, 379 feet right of centerline, up to 80 feet AGL/759 feet MSL. Multiple trees beginning 2130 feet from DER, 998 feet left of centerline, up to 100 feet AGL/759 feet MSL.
NOTE: RWY 23, Trees 3637 feet from DER, 733 feet right of centerline, 100 feet AGL/769 feet MSL. Trees 1.3 NM from DER, 1254 feet left of centerline, 100 feet AGL/757 feet MSL.

SE-2, 22 OCT 2009 to 19 NOV 2009

LOC I-EQY	APP CRS	Rwy Idg	5500
109.75	053°	TDZE	679
		Apt Elev	679

ILS or LOC/NDB RWY 5

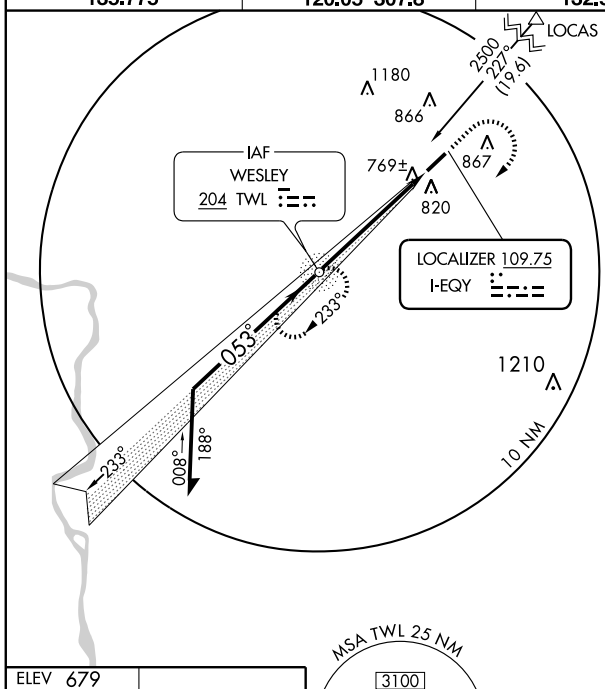
CHARLOTTE-MONROE EXECUTIVE (EQY)

NA — For inoperative MALSR, increase S-LOC 5 Cat. D visibility to 1 mile. Autopilot coupled approach NA below 1120. ADF required. If local altimeter setting not received, use Charlotte altimeter setting and increase all DAs 56 feet/MDAs 60 feet.

MALSR

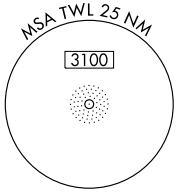
MISSED APPROACH: Climb to 1500 then climbing right turn to 2500 direct TWL NDB and hold.

ASOS	CHARLOTTE APP CON	CLNC DEL	UNICOM
135.775	120.05 307.8	132.55	122.7 (CTAF) L



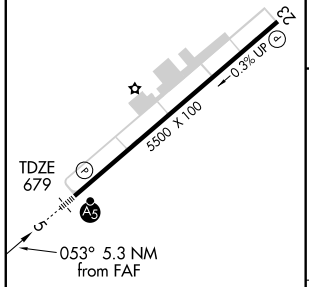
ALTERNATE MISSED APCH FIX
132°
312°
CHESTERFIELD
108.2 CTF
Chan 19

SE-2, 22 OCT 2009 to 19 NOV 2009



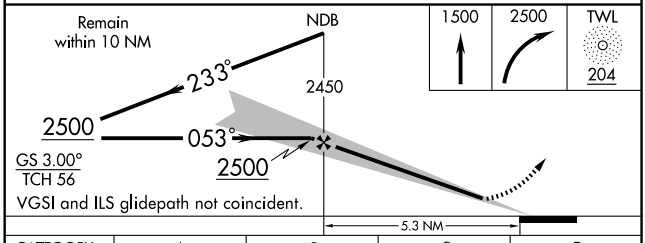
CHESTERFIELD
108.2 CTF
Chan 19

ELEV 679



HIRL Rwy 5-23 L
REIL Rwys 5 and 23 L

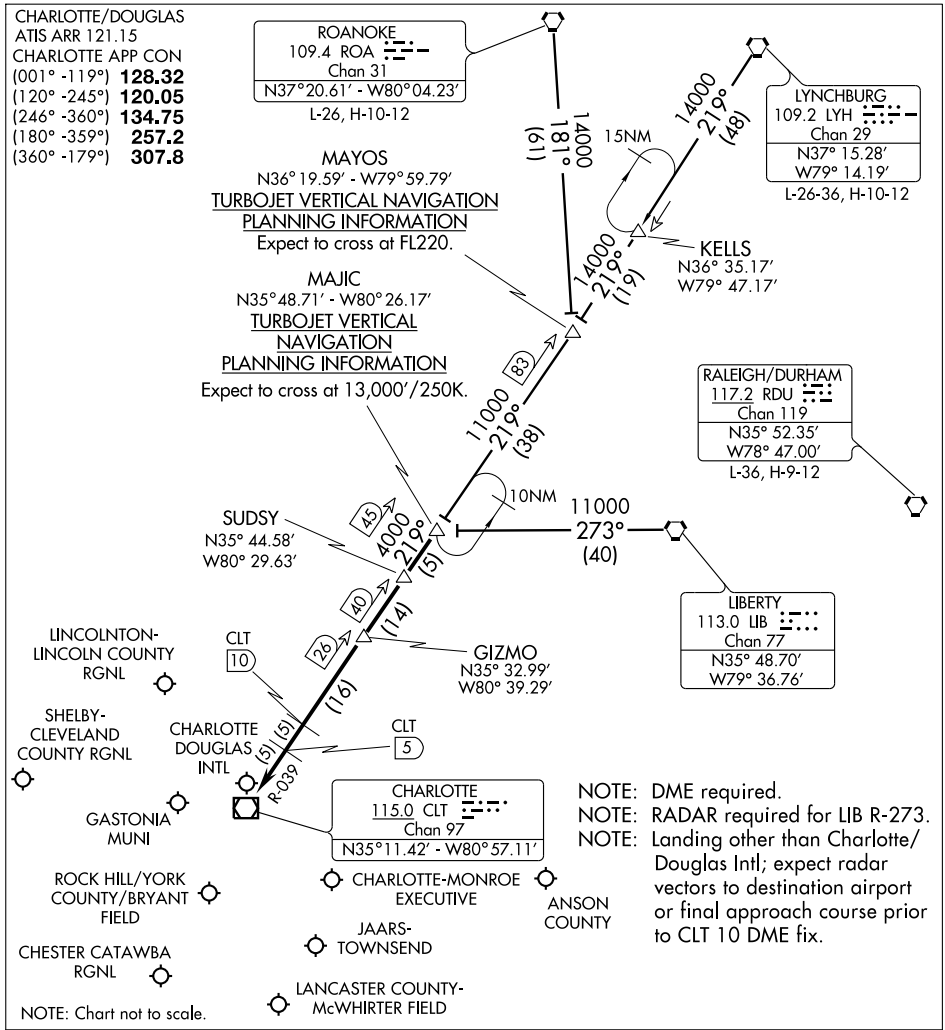
FAF to MAP 5.3 NM					
Knots	60	90	120	150	180
Min:Sec	5:18	3:32	2:39	2:07	1:46



CATEGORY	A	B	C	D
S-ILS 5	879-½ 200 (200-½)			
S-LOC 5	1020-½ 341 (400-½)			1020-¾ 341 (400-¾)
CIRCLING	1220-1 541 (600-1)		1220-1½ 541 (600-1½)	1240-2 561 (600-2)

MAJIC ONE ARRIVAL

CHARLOTTE, NORTH CAROLINA



LIBERTY TRANSITION (LIB.MAJIC1): From over LIB VORTAC via LIB R-273 to MAJIC INT. Thence. . . .

LYNCHBURG TRANSITION (LYH.MAJIC1): From over LYH VORTAC via LYH R-219 and CLT R-039 to MAJIC INT. Thence. . . .

ROANOKE TRANSITION (ROA.MAJIC1): From over ROA VORTAC via ROA R-181 and CLT R-039 to MAJIC INT. Thence. . . .

. . . .From over MAJIC via CLT R-039 to:

LANDING NORTH: CLT VOR/DME. Expect radar vectors to final approach course prior to the CLT 5 DME fix.

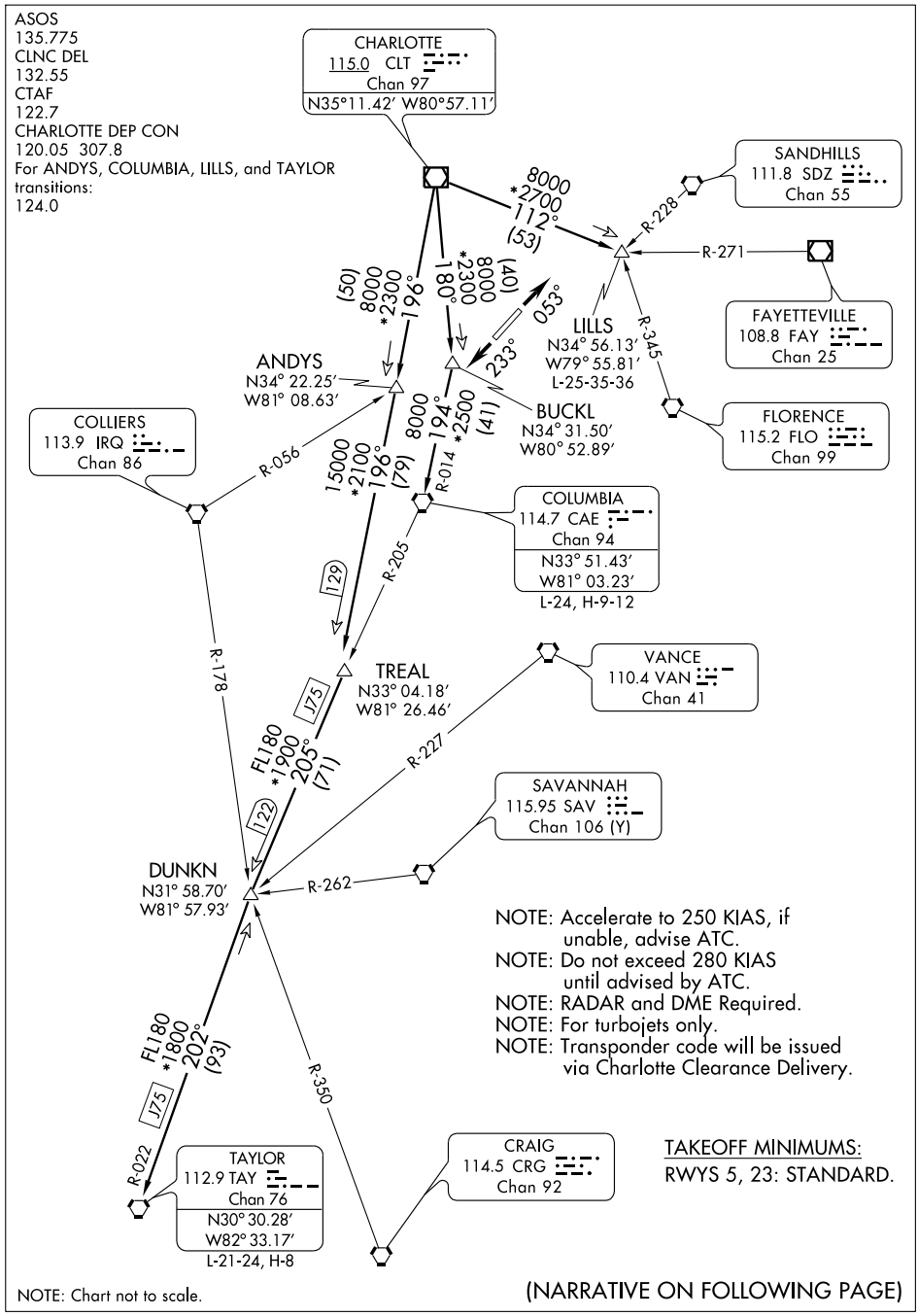
LANDING SOUTH: GIZMO. Expect radar vectors to final approach course.

SE-2, 22 OCT 2009 to 19 NOV 2009

(PAN8.PAN) 09183

PANTHER EIGHT DEPARTURE

CHARLOTTE-MONROE EXECUTIVE (EQY)
SL-5726 (FAA)
MONROE, NORTH CAROLINA



SE-2, 22 OCT 2009 to 19 NOV 2009

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 5: Climb heading 053°. Thence....
TAKEOFF RWY 23: Climb heading 233°. Thence....
.... Expect radar vectors to intercept filed/assigned transition or enroute fix/navaid. Maintain 3000. Expect filed altitude/flight level 10 minutes after departure.

ANDYS TRANSITION (PAN8.ANDYS): From over CLT VOR/DME via CLT R-196 to ANDYS INT. Thence as filed.
COLUMBIA TRANSITION (PAN8.CAE): From over CLT VOR/DME via CLT R-180 and CAE R-014 to CAE VORTAC. Thence as filed.
LILLS TRANSITION (PAN8.LILLS): From over CLT VOR/DME via CLT R-112 to LILLS INT. Thence as filed.
TAYLOR TRANSITION (PAN8.TAY): From over CLT VOR/DME via CLT R-196 to TREAL INT and CAE R-205 to DUNKN INT and TAY R-022 to TAY VORTAC. Thence as filed.

TAKEOFF OBSTACLE NOTES:

NOTE: RWY 5, Multiple trees beginning 57 feet from DER, 379 feet right of centerline, up to 80 feet AGL/759 feet MSL. Multiple trees beginning 2130 feet from DER, 998 feet left of centerline, up to 100 feet AGL/759 feet MSL.
NOTE: RWY 23, Trees 3637 feet from DER, 733 feet right of centerline, 100 feet AGL/769 feet MSL. Trees 1.3 NM from DER, 1254 feet left of centerline, 100 feet AGL/757 feet MSL.

SE-2, 22 OCT 2009 to 19 NOV 2009

WAAS	APP CRS	Rwy Idg	5500
CH 66002	053°	TDZE	679
W05A		Apt Elev	679

RNAV (GPS) RWY 5

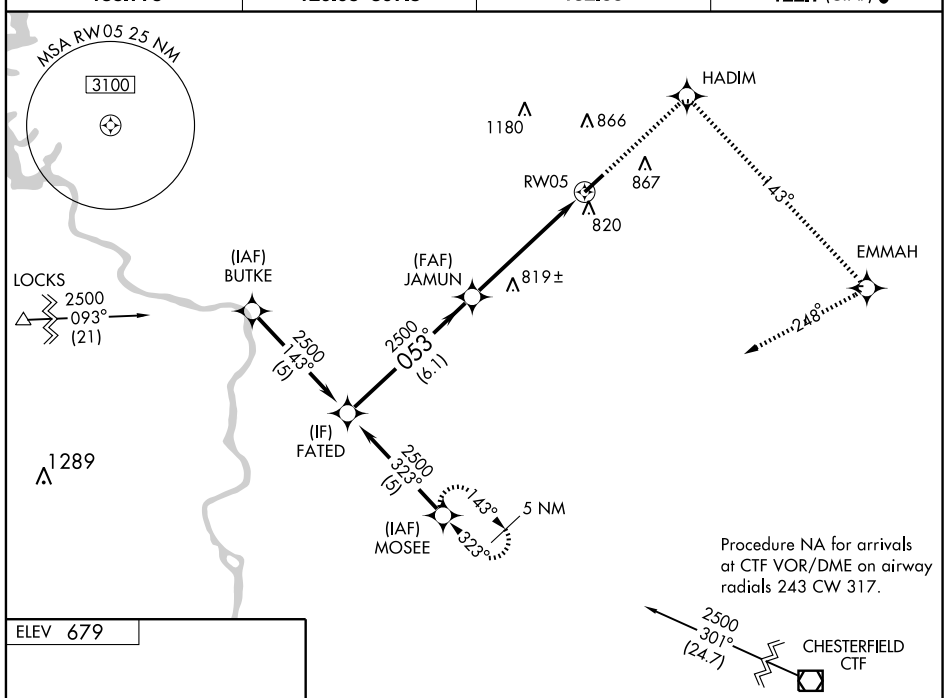
CHARLOTTE-MONROE EXECUTIVE (EQY)

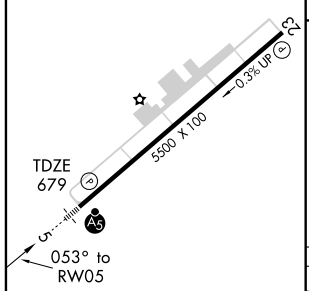
For inoperative MALSR, increase LPV all Cats visibility to 1, and LNAV Cat D to 1¼ . For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (118°F). DME/DME RNP-0.3 NA. If local altimeter setting not received, use Charlotte altimeter setting and increase all DAs 56 feet/MDAs 60 feet. VDP and Baro-VNAV NA when using Charlotte altimeter setting.

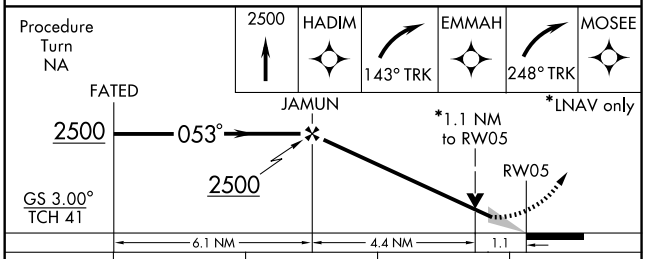
MALSR

MISSED APPROACH: Climb to 2500 direct HADIM then via 143° track to EMMAH and right turn via 248° track to MOSEE and hold.

ASOS	CHARLOTTE APP CON	CLNC DEL	UNICOM
135.775	120.05 307.8	132.55	122.7 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	929-½ 250 (300-½)			
LNAV/VNAV DA	1080-1 401 (500-1)			
LNAV MDA	1080-½ 401 (500-½)		1080-¾ 401 (500-¾)	1080-1 401 (500-1)
CIRCLING	1220-1 541 (600-1)		1220-1½ 541 (600-1½)	1240-2 561 (600-2)

HIRL Rwy 5-23 L
REIL Rwys 5 and 23 L

SE-2, 22 OCT 2009 to 19 NOV 2009

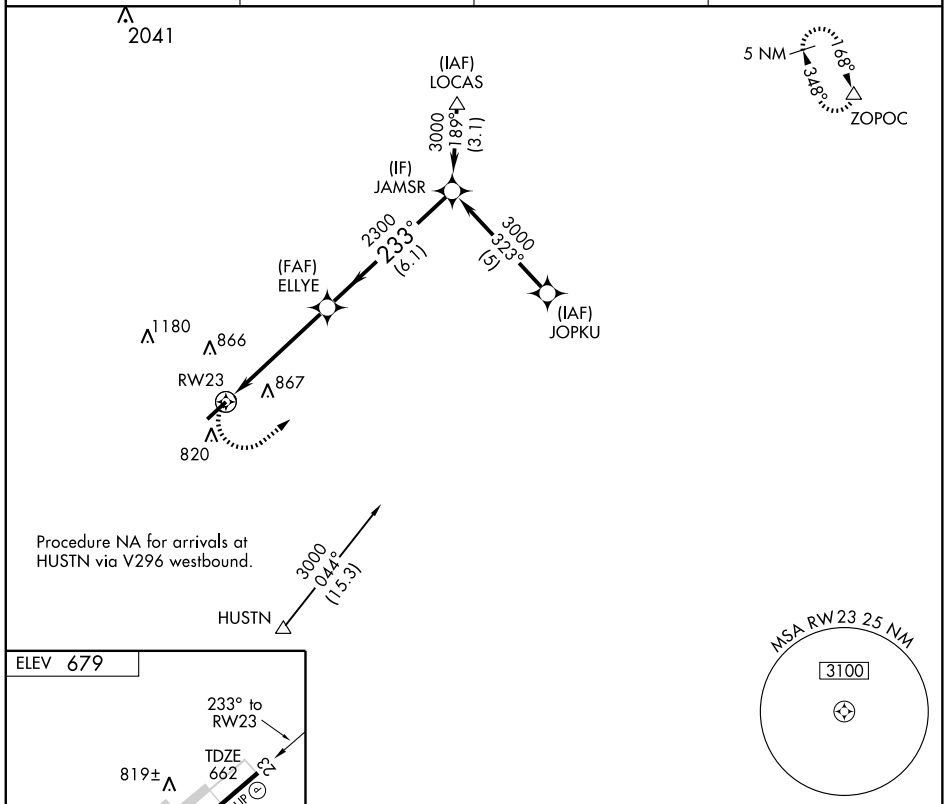
APP CRS	Rwy Idg	5500
233°	TDZE	662
	Apt Elev	679

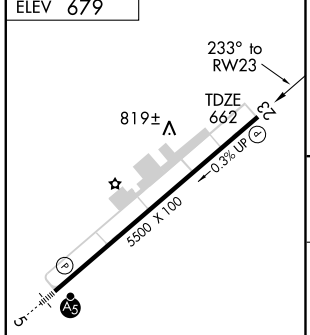
RNAV (GPS) RWY 23
CHARLOTTE-MONROE EXECUTIVE (EQY)

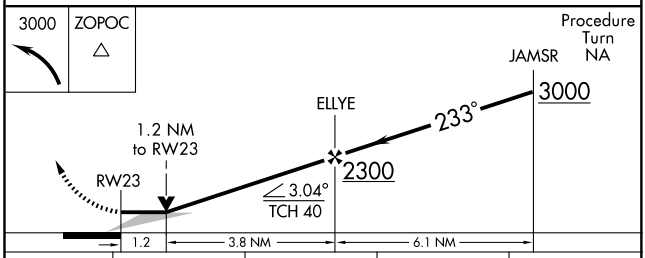
DME/DME RNP-0.3 NA. If local altimeter setting not received, use Charlotte altimeter setting and increase all MDAs 60 feet. VDP NA when using Charlotte altimeter setting.

MISSED APPROACH: Climbing left turn to 3000 direct ZOPOC and hold.

ASOS	CHARLOTTE APP CON	CLNC DEL	UNICOM
135.775	120.05 307.8	132.55	122.7 (CTAF) L



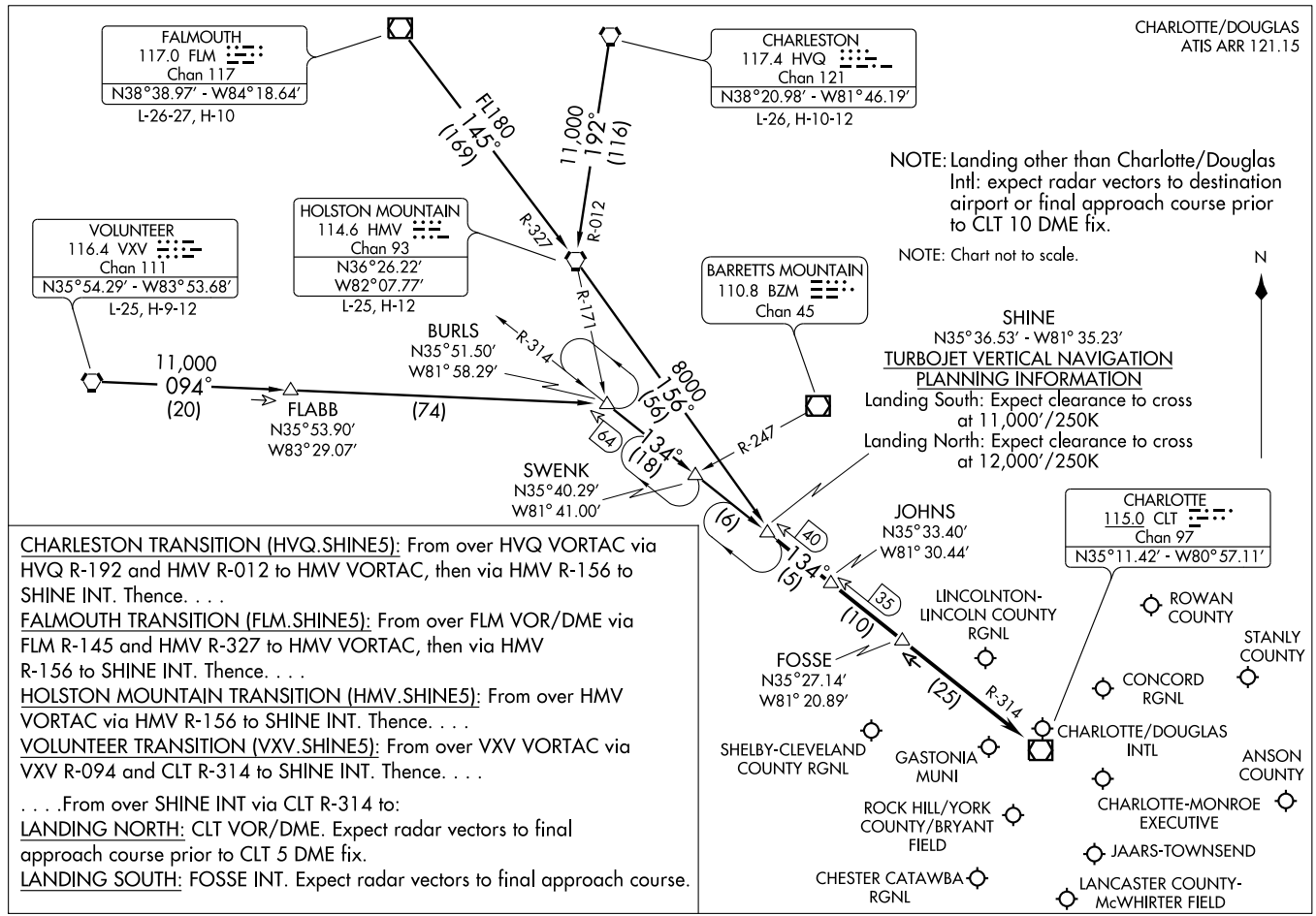




CATEGORY	A	B	C	D
LNAV MDA	1080-1 418 (500-1)		1080-1¼ 418 (500-1¼)	
CIRCLING	1220-1 541 (600-1)		1220-1½ 541 (600-1½)	1240-2 561 (600-2)

HIRL Rwy 5-23 L
REIL Rwys 5 and 23 L

SE-2, 22 OCT 2009 to 19 NOV 2009



CHARLESTON TRANSITION (HVQ.SHINE5): From over HVQ VORTAC via HVQ R-192 and HMV R-012 to HMV VORTAC, then via HMV R-156 to SHINE INT. Thence. . . .

FALMOUTH TRANSITION (FLM.SHINE5): From over FLM VOR/DME via FLM R-145 and HMV R-327 to HMV VORTAC, then via HMV R-156 to SHINE INT. Thence. . . .

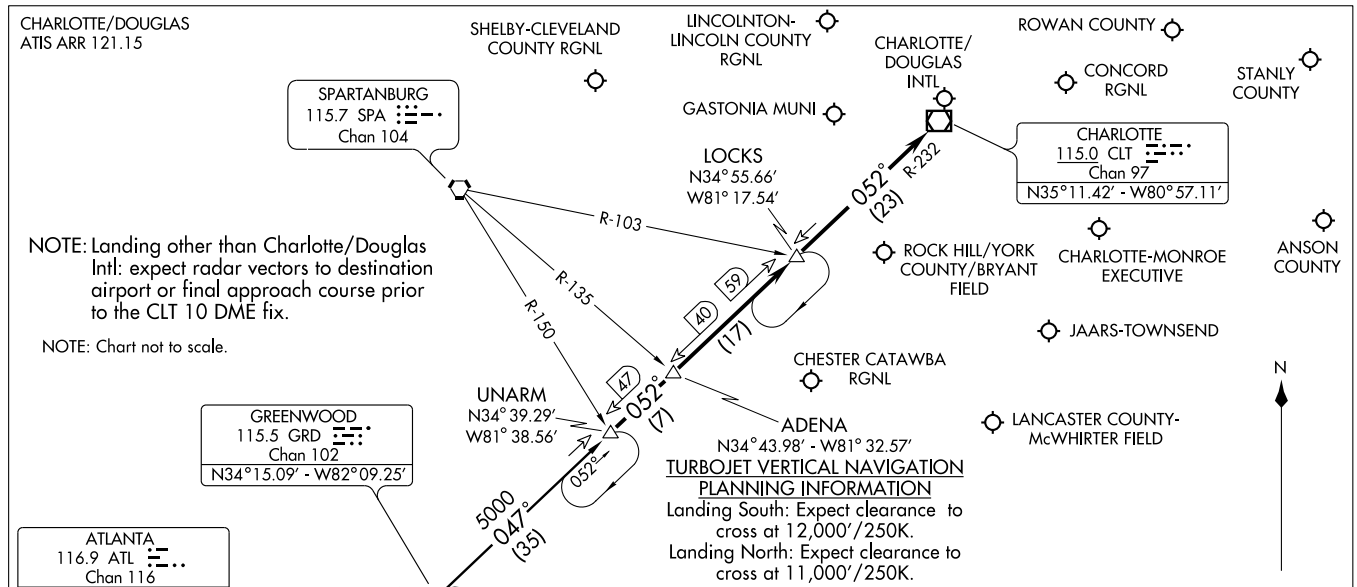
HOLSTON MOUNTAIN TRANSITION (HMV.SHINE5): From over HMV VORTAC via HMV R-156 to SHINE INT. Thence. . . .

VOLUNTEER TRANSITION (VXV.SHINE5): From over VXV VORTAC via VXV R-094 and CLT R-314 to SHINE INT. Thence. . . .

. . . .From over SHINE INT via CLT R-314 to:

LANDING NORTH: CLT VOR/DME. Expect radar vectors to final approach course prior to CLT 5 DME fix.

LANDING SOUTH: FOSSE INT. Expect radar vectors to final approach course.



NOTE: Landing other than Charlotte/Douglas Intl: expect radar vectors to destination airport or final approach course prior to the CLT 10 DME fix.

NOTE: Chart not to scale.

TURBOJET VERTICAL NAVIGATION PLANNING INFORMATION
Landing South: Expect clearance to cross at 12,000′/250K.
Landing North: Expect clearance to cross at 11,000′/250K.

TURBOJET VERTICAL NAVIGATION PLANNING INFORMATION
Expect clearance to cross at FL240

ATLANTA TRANSITION (ATL.UNARM1): From over ATL VORTAC via ATL R-071 and GRD R-254 to GRD VORTAC. Then via GRD R-047 and CLT R-232 to UNARM INT. Thence. . . .

COLLIERS TRANSITION (IRQ.UNARM1): From over IRQ VORTAC via IRQ R-005 and GRD R-182 to GRD VORTAC. Then via GRD R-047 and CLT R-232 to UNARM INT. Thence. . . .

. . . . From over UNARM INT via CLT R-232 to:

LANDING NORTH: LOCKS INT. Expect radar vectors to final approach course.

LANDING SOUTH: CLT VOR/DME. Expect radar vectors to final approach course prior to CLT 5 DME fix.

APP CRS	Rwy Idg	2962
144°	TDZE	839
	Apt Elev	839

RNAV (GPS) RWY 14

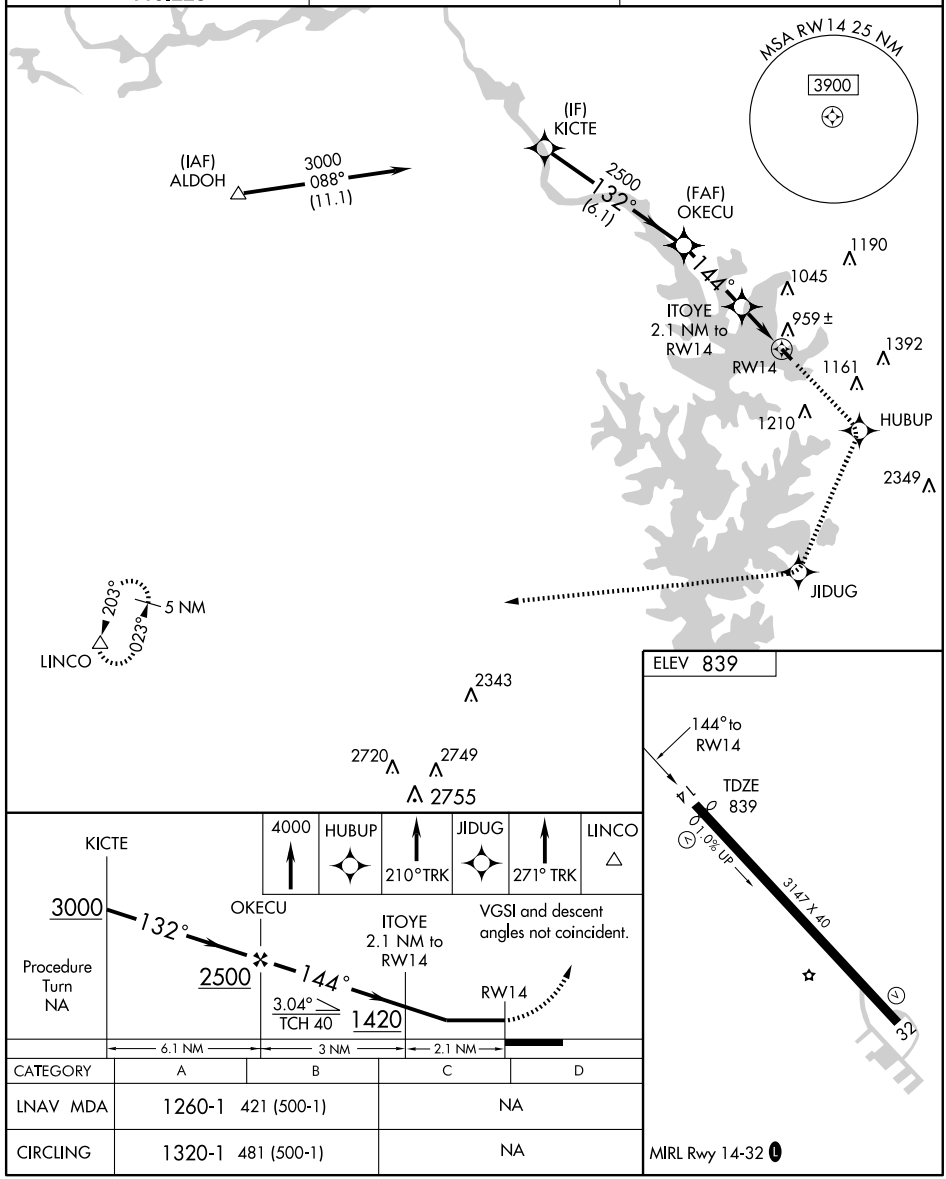
MOORESVILLE/ LAKE NORMAN AIRPARK (14A)

T
NA

Use Statesville altimeter setting; if not received, use Charlotte altimeter setting and increase all MDAs 40 feet. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Circling to Rwy 32 NA at night.

MISSED APPROACH: Climb to 4000 direct HUBUP and via 210° track to JIDUG and 271° track to LINCO and hold.

STATESVILLE RGNL AWOS-3	CHARLOTTE APP CON	UNICOM
119.225	134.75 257.2	122.8 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	1260-1	421 (500-1)	NA	
CIRCLING	1320-1	481 (500-1)	NA	

MIRL Rwy 14-32 L

SE-2, 22 OCT 2009 to 19 NOV 2009

LOC I-MRN	APP CRS	Rwy Idg	5500
111.1	029°	TDZE	1248
		Apt Elev	1270

LOC RWY 3

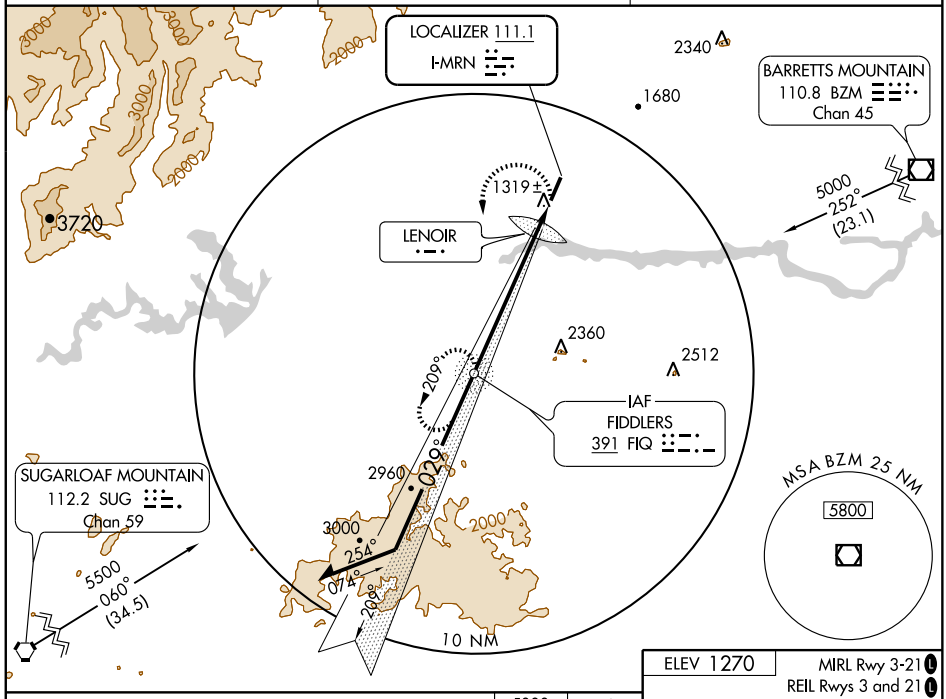
MORGANTON/FOOTHILLS RGNL (MRN)

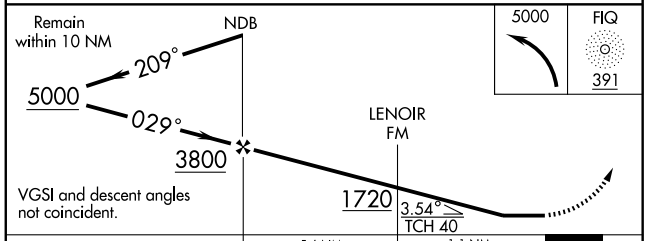
T NA

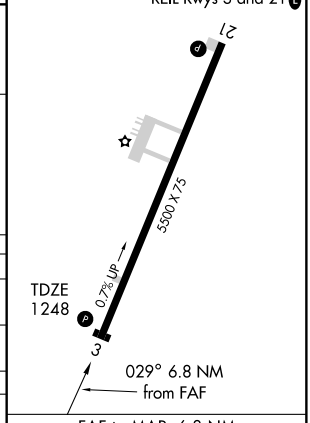
ADF REQUIRED

MISSED APPROACH: Climbing left turn to 5000 direct FIQ NDB and hold.

AWOS-3	ATLANTA CENTER	UNICOM
124.175	125.15 263.0	122.7 (CTAF) L







CATEGORY	A	B	C	D
S-3	1720-1 472 (500-1)		1720-1¼ 472 (500-1¼)	1720-1½ 472 (500-1½)
CIRCLING	1720-1 450 (500-1)	1740-1 470 (500-1)	1740-1½ 470 (500-1½)	1820-2 550 (600-2)
FM MINIMUMS				
S-3	1580-1 332 (400-1)			
CIRCLING	1700-1 430 (500-1)	1740-1 470 (500-1)	1740-1½ 470 (500-1½)	1820-2 550 (600-2)

FAF to MAP 6.8 NM

Knots	60	90	120	150	180
Min:Sec	6:48	4:32	3:24	2:43	2:16

SE-2, 22 OCT 2009 to 19 NOV 2009

APP CRS	Rwy Idg	5500
031°	TDZE	1248
	Apt Elev	1270

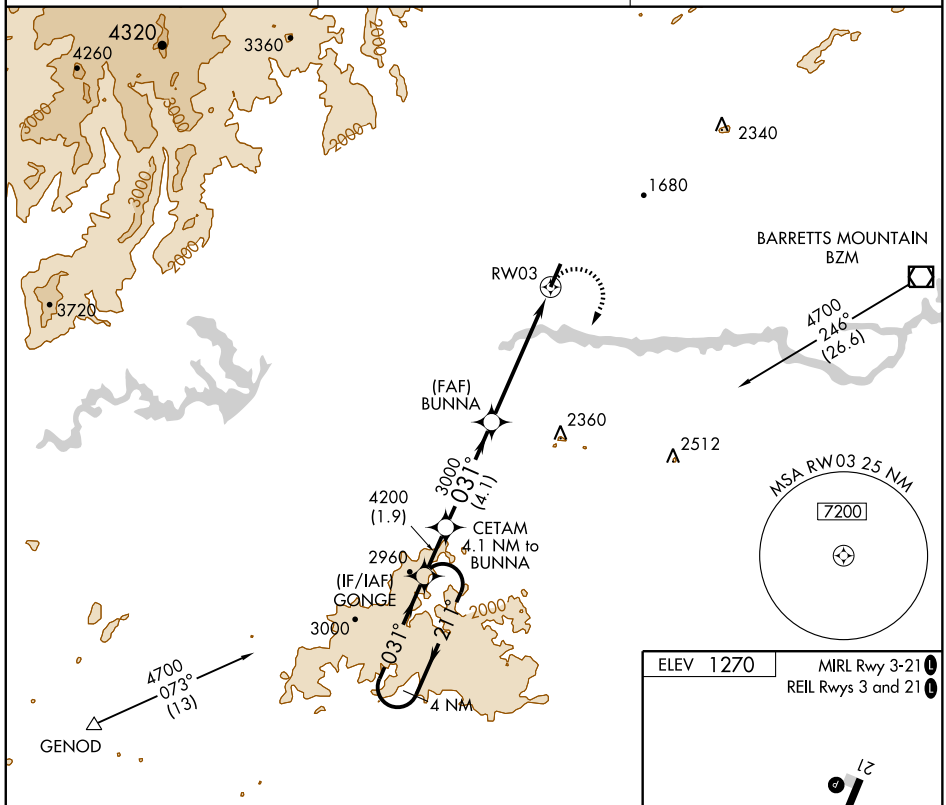
RNAV (GPS) RWY 3

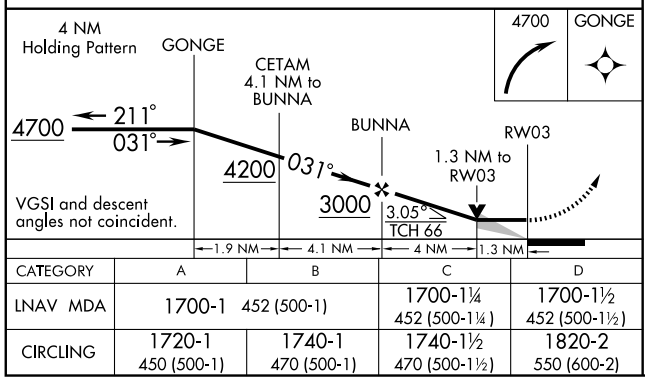
MORGANTON/FOOTHILLS RGNL (MRN)

DME/DME RNP-0.3 NA. Circling to Rwy 21 NA at night. If local altimeter setting not received, use Hickory Rgnl altimeter setting and increase all MDAs 40 feet.

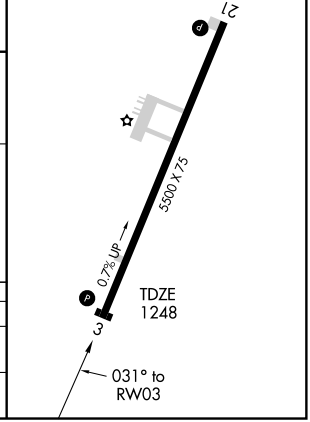
MISSED APPROACH: Climbing right turn to 4700 direct GONGE and hold.

AWOS-3	ATLANTA CENTER	UNICOM
124.175	125.15 263.0	122.7 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	1700-1 452 (500-1)		1700-1¼ 452 (500-1¼)	1700-1½ 452 (500-1½)
CIRCLING	1720-1 450 (500-1)	1740-1 470 (500-1)	1740-1½ 470 (500-1½)	1820-2 550 (600-2)



SE-2, 22 OCT 2009 to 19 NOV 2009

APP CRS	Rwy Idg	5500
211°	TDZE	1268
	Apt Elev	1270

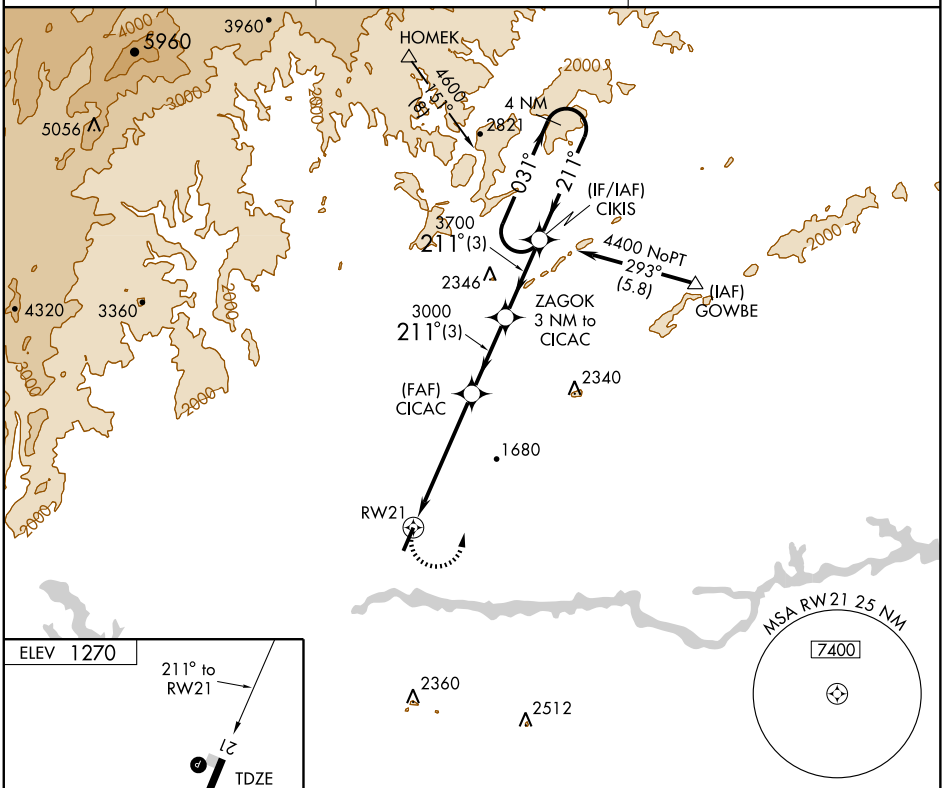
RNAV (GPS) RWY 21

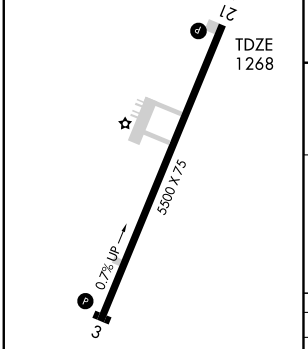
MORGANTON/FOOTHILLS RGNL (MRN)

If local altimeter setting not received, use Hickory Rgnl altimeter setting and increase all MDAs 40 feet. VDP NA with Hickory Rgnl altimeter setting. DME/DME RNP-0.3 NA. Straight-in minimums NA at night. Circling to Rwy 21 NA at night.

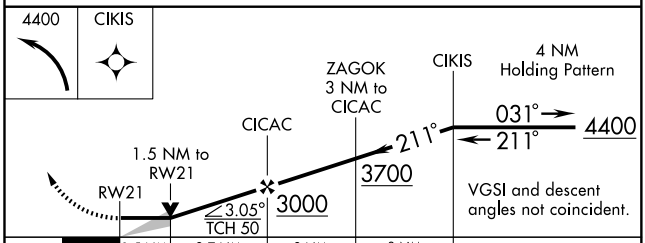
MISSED APPROACH: Climbing left turn to 4400 direct CIKIS and hold.

AWOS-3	ATLANTA CENTER	UNICOM
124.175	125.15 263.0	122.7 (CTAF) L





MIRL Rwy 3-21 L
REIL Rwys 3 and 21 L



CATEGORY	A	B	C	D
LNAV MDA	1800-1 532 (600-1)		1800-1½ 532 (600-1½)	1800-1¾ 532 (600-1¾)
CIRCLING	1800-1 530 (600-1)		1800-1½ 530 (600-1½)	1820-2 550 (600-2)

SE-2, 22 OCT 2009 to 19 NOV 2009

APP CRS	Rwy Idg	4301
360°	TDZE	1208
	Apt Elev	1247

GPS RWY 36

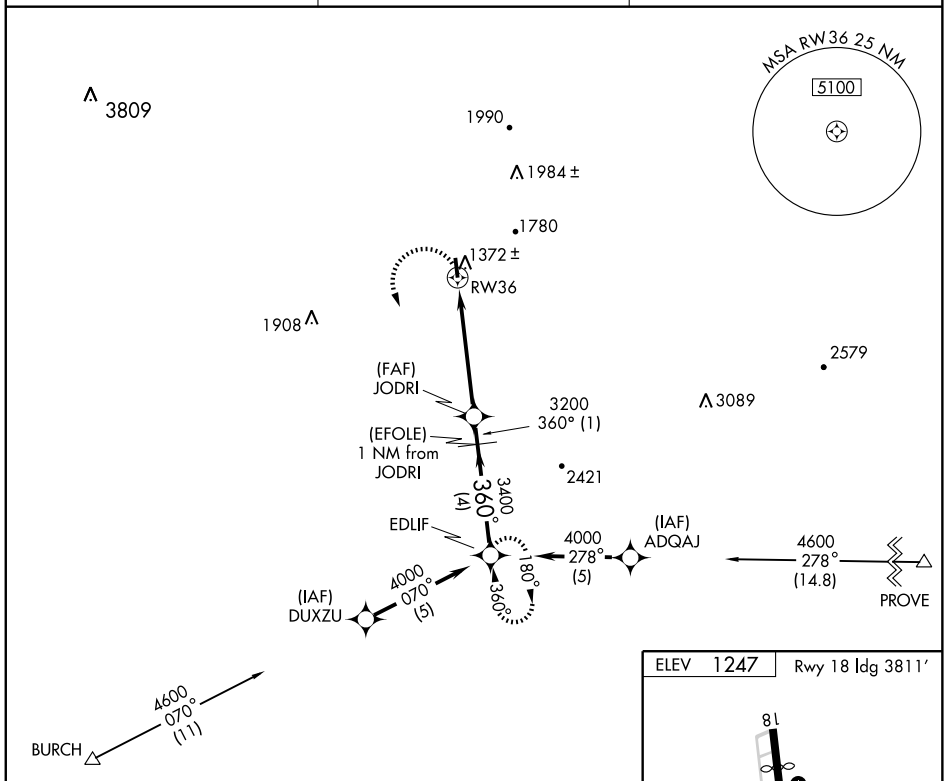
MOUNT AIRY/ SURRY COUNTY (MWK)

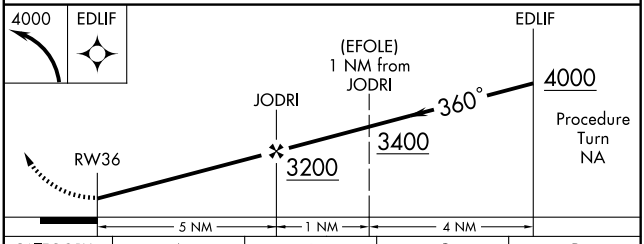
NA

Circling not authorized East of Rwy 18-36.

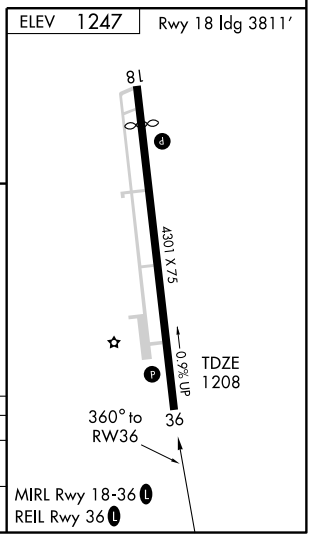
MISSED APPROACH: Climbing left turn to 4000 direct EDLIF WP and hold.

AWOS-3	GREENSBORO APP CON	UNICOM
121.125	124.35 269.225	123.0 (CTAF) L





CATEGORY	A	B	C	D
S-36	1680-1	472 (500-1)	1680-1¼ 472 (500-1¼)	1680-1½ 472 (500-1½)
CIRCLING	1700-1	453 (500-1)	1700-1½ 453 (500-1½)	1800-2 553 (600-2)



SE-2, 22 OCT 2009 to 19 NOV 2009

NDB AZW 223	APP CRS 359°	Rwy Idg 4301 TDZE 1208 Apt Elev 1247

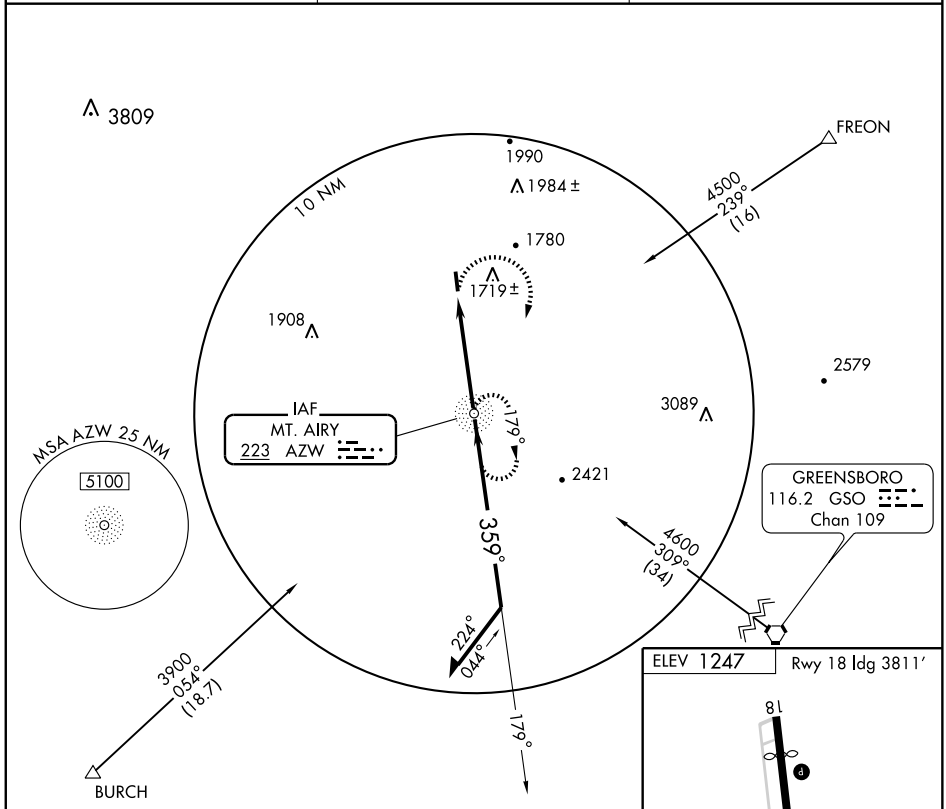
NDB RWY 36

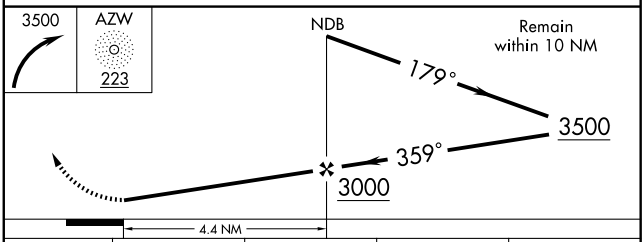
MOUNT AIRY/ SURRY COUNTY (MWK)

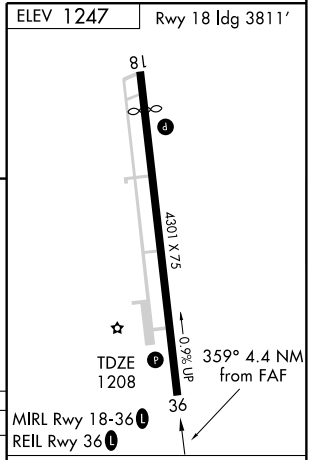
T
NA Circling not authorized East of Rwy 18-36.

MISSED APPROACH: Climbing right turn to 3500 direct AZW NDB and hold.

AWOS-3	GREENSBORO APP CON	UNICOM
121.125	124.35 269.225	123.0 (CTAF) L







CATEGORY	A	B	C	D
S-36	2000-1 792 (800-1)	2000-1¼ 792 (800-1¼)	2000-2¼ 792 (800-2¼)	2000-2½ 792 (800-2½)
CIRCLING	2020-1 773 (800-1)	2020-1¼ 773 (800-1¼)	2020-2¼ 773 (800-2¼)	2020-2½ 773 (800-2½)

FAF to MAP 4.4 NM

Knots	60	90	120	150	180
Min:Sec	4:24	2:56	2:12	1:46	1:28

SE-2, 22 OCT 2009 to 19 NOV 2009

VORTAC ISO	APP CRS	Rwy Idg	N/A
109.6	255°	TDZE	N/A
Chan 33		Apt Elev	168

VOR or GPS-A

MOUNT OLIVE MUNI (W40)

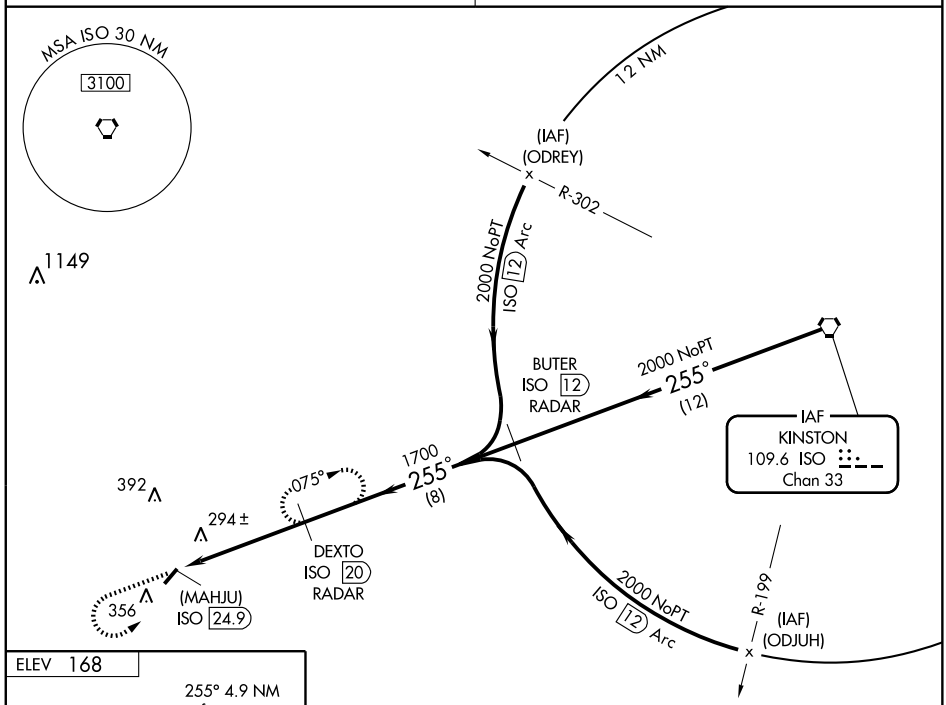
T
NA

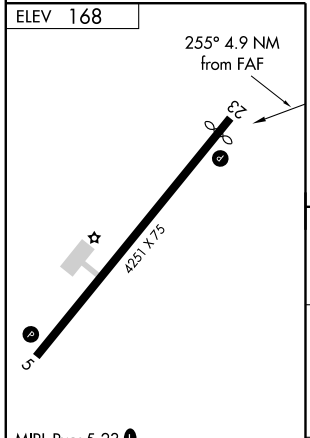
Use Seymour Johnson AFB altimeter setting.
RADAR OR DME REQUIRED

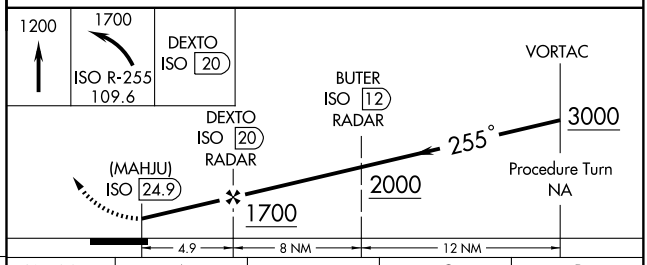
MISSED APPROACH: Climb to 1200 then climbing left turn to 1700 via ISO R-255 to DEXTO/20 DME and hold.

SEYMOUR JOHNSON APP CON *
119.7 273.6

UNICOM
122.8 (CTAF) L







FAF to MAP 4.9 NM					
Knots	60	90	120	150	180
Min:Sec	4:54	3:16	2:27	1:58	1:38

CATEGORY	A	B	C	D
CIRCLING	700-1 532 (600-1)	700-1¼ 532 (600-1¼)	700-1½ 532 (600-1½)	NA

SE-2. 22 OCT 2009 to 19 NOV 2009

09183

AIRPORT DIAGRAM

NEW BERN/COASTAL CAROLINA RGNL (EWN)

AL-670 (FAA)

NEW BERN, NORTH CAROLINA

ASOS
118.525
NEW BERN TOWER ★
124.25
GND CON
121.7
CLNC DEL
121.7

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

35°05'N

HANGARS

HANGARS

ELEV 14

22

220.3°

FIRE STATION

ELEV 12

GENERAL AVIATION

14

137.6°

CONTROL TOWER

TERMINAL FIRE STATION

4000 X 150

87

AIR CARGO

FED EX

FIELD ELEV 19

6004 X 150

317.6°

32

040.3°

35°04'N

ELEV 14

RWY 4-22
S30, D62, DT140
RWY 14-32
S28, D45

VAR 9.6°W

JANUARY 2005
ANNUAL RATE OF CHANGE
0.0° W

77°03'W

77°02'W

SE-2, 22 OCT 2009 to 19 NOV 2009

LOC I-EWN	APP CRS	Rwy Idg	6004
110.5	038°	TDZE	17
		Apt Elev	19

ILS or LOC RWY 4

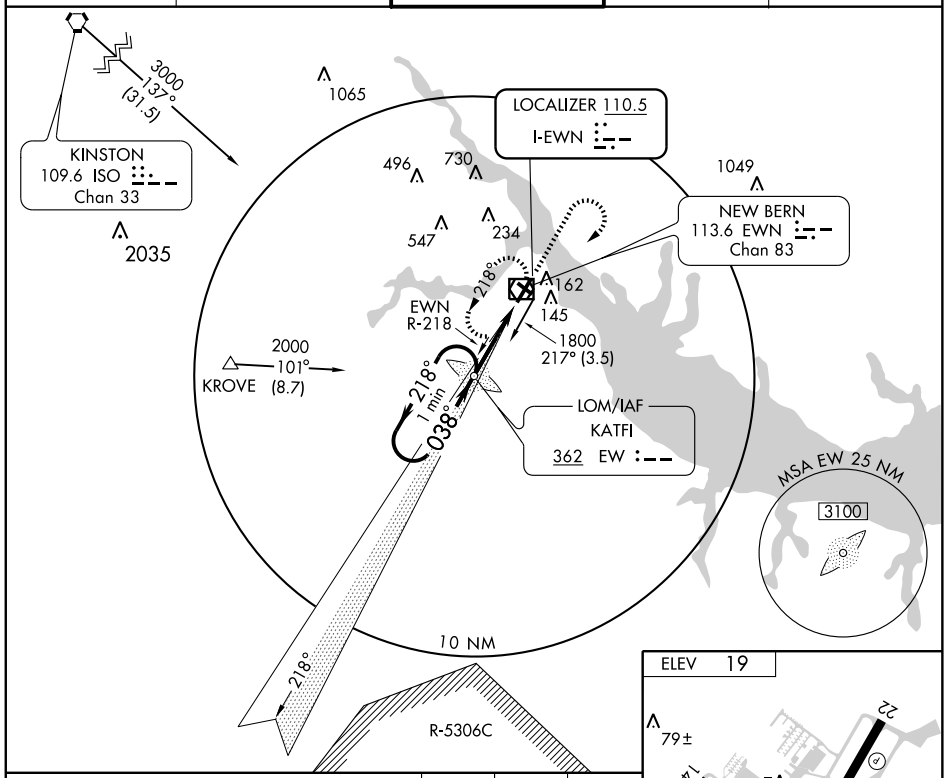
NEW BERN/COASTAL CAROLINA RGNL (EWN)

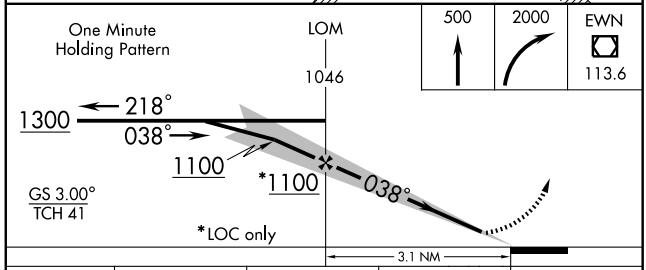
ASR

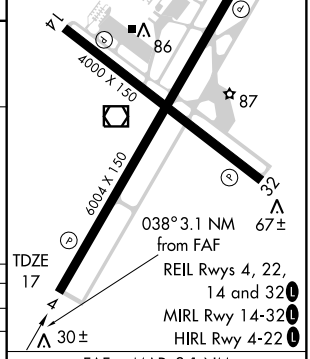
Circling to Rwy 14 NA at night.

MISSED APPROACH: Climb to 500 then climbing right turn to 2000 direct EWN VOR/DME and hold.

ASOS	CHERRY POINT APP CON	NEW BERN TOWER ★	CLNC DEL	GND CON
118.525	119.35 374.9	124.25 (CTAF)	121.7	121.7







CATEGORY	A	B	C	D
S-ILS 4	267-¾ 250 (300-¾)			
S-LOC 4	400-1 383 (400-1)			400-1¼ 383 (400-1¼)
CIRCLING	560-1 541 (600-1)		560-1½ 541 (600-1½)	580-2 561 (600-2)

FAF to MAP 3.1 NM

Knots	60	90	120	150	180
Min:Sec	3:06	2:04	1:33	1:14	1:02

SE-2, 22 OCT 2009 to 19 NOV 2009

WAAS CH 69402 W04A	APP CRS 039°	Rwy Idg 6004 TDZE 16 Apt Elev 19

RNAV (GPS) RWY 4

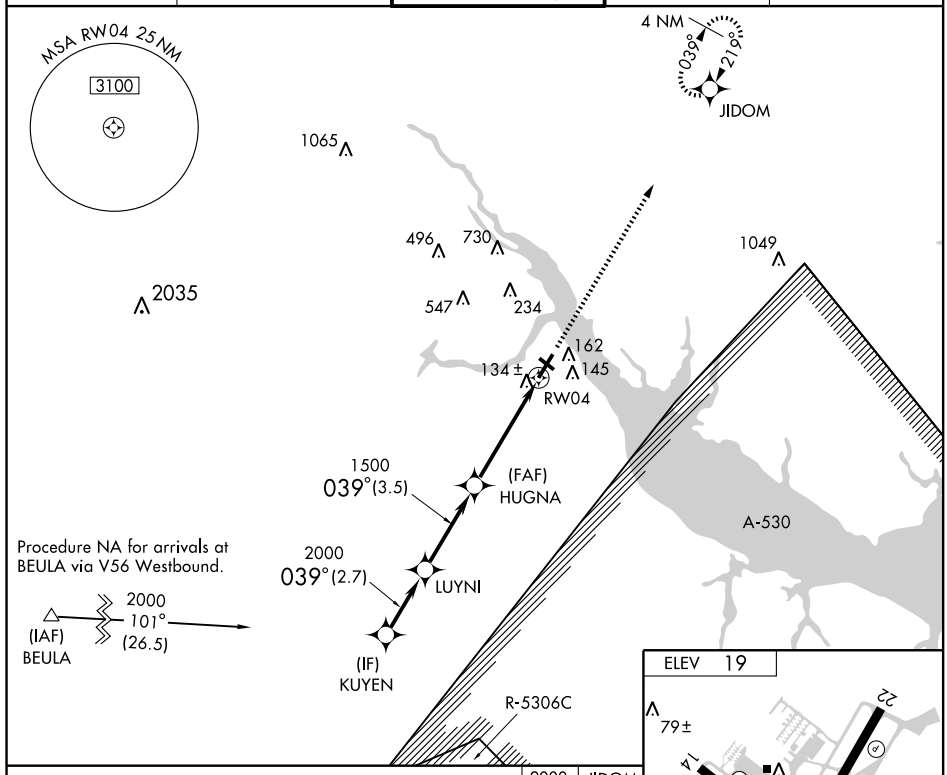
NEW BERN/COASTAL CAROLINA RGNL (EWN)

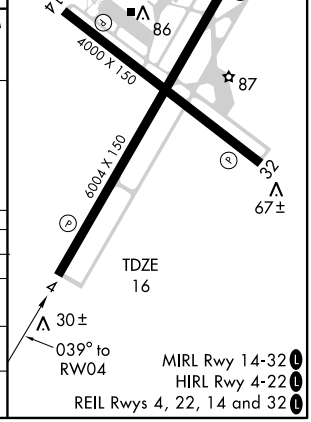
ASR

If local altimeter setting not received, use Cherry Point altimeter setting and increase all DAs/MDAs 40 feet. Baro-VNAV and VDP NA when using Cherry Point altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48° C (119° F). DME/DME RNP-0.3 NA.

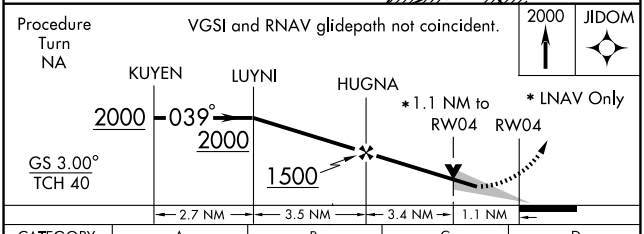
MISSED APPROACH: Climb to 2000 direct JIDOM and hold.

ASOS	CHERRY POINT APP CON	NEW BERN TOWER ★	CLNC DEL	GND CON
118.525	119.35 374.9	124.25 (CTAF) L	121.7	121.7





MIRL Rwy 14-32 L
HIRL Rwy 4-22 L
REIL Rwys 4, 22, 14 and 32 L



CATEGORY	A	B	C	D
LPV DA		328-1	312 (400-1)	
LNAV/VNAV DA		404-1½	388 (400-1½)	
LNAV MDA	400-1	384 (400-1)		400-1¼ 384 (400-1¼)
CIRCLING	480-1½	461 (500-1½)		580-2 561 (600-2)

SE-2, 22 OCT 2009 to 19 NOV 2009

NEW BERN, NORTH CAROLINA AL-670 (FAA)

WAAS CH 63002 W22A	APP CRS 219°	Rwy Idg 6004 TDZE 17 Apt Elev 19

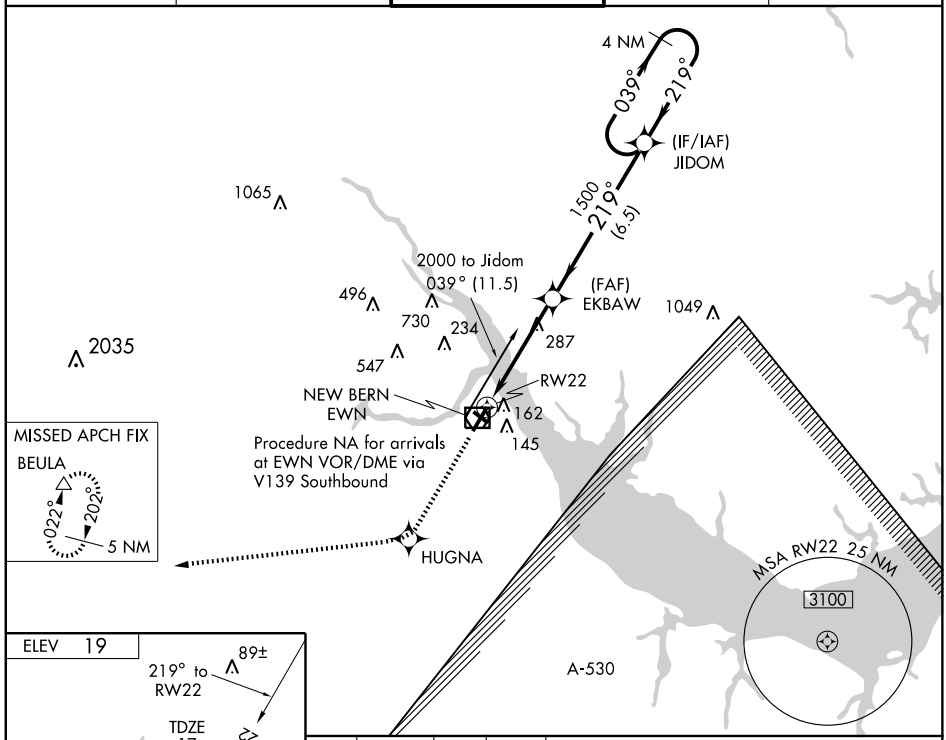
RNAV (GPS) RWY 22

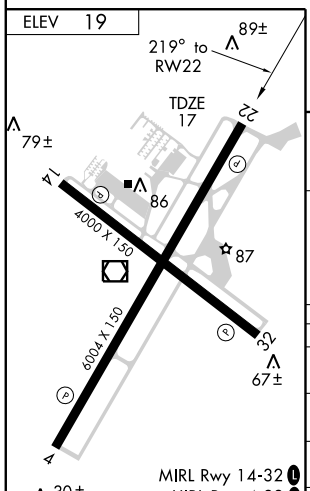
NEW BERN/COASTAL CAROLINA RGNL (EWN)

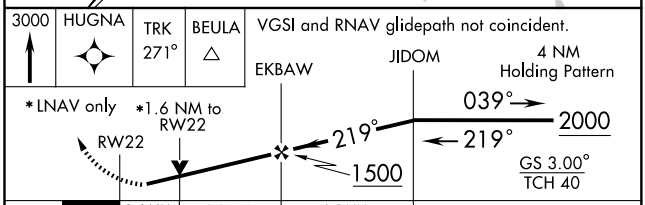
T A ASR — If local altimeter setting not received, use Cherry Point altimeter setting and increase all DAs/MDAs 40 feet. Baro-VNAV and VDP NA when using Cherry Point altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (119°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 3000 direct HUGNA and via 271° track to BEULA and hold.

ASOS	CHERRY POINT APP CON	NEW BERN TOWER★	CLNC DEL	GND CON
118.525	119.35 374.9	124.25 (CTAF) L	121.7	121.7







CATEGORY	A	B	C	D
LPV DA	286-1	269 (300-1)		
LNAV/ VNAV DA	563-2	546 (600-2)		
LNAV MDA	540-1 523 (600-1)		540-1½ 523 (600-1½)	540-1¾ 523 (600-1¾)
CIRCLING	540-1 521 (600-1)		540-1½ 521 (600-1½)	580-2 561 (600-2)

SE-2, 22 OCT 2009 to 19 NOV 2009

VOR/DME EWN	APP CRS	Rwy Idg 6004
113.6	038°	TDZE 16
Chan 83		Apt Elev 19

VOR RWY 4

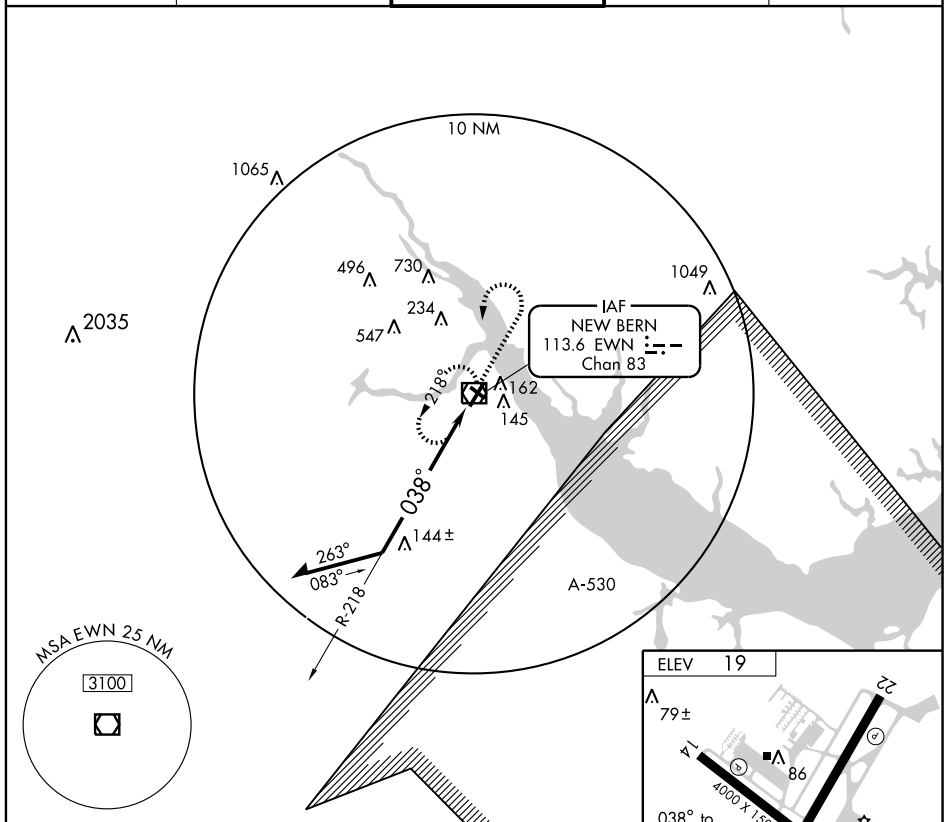
NEW BERN/COASTAL CAROLINA RGNL (EWN)

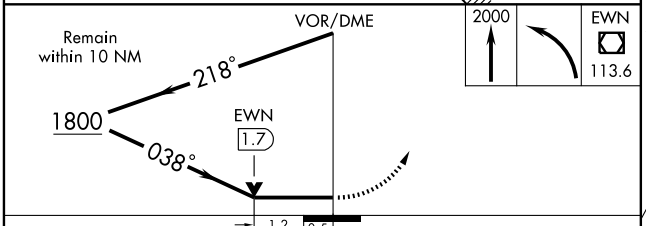
T A ASR

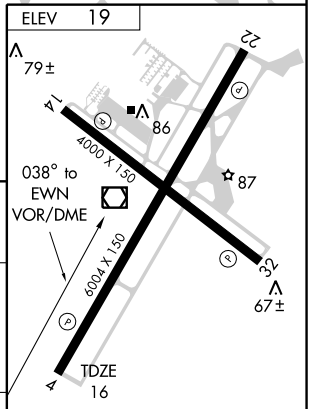
Circling to Rwy 14 NA at night. Visibility reduction by helicopters NA. If local altimeter setting not received, use Cherry Point altimeter setting and increase all MDAs 40 feet. VDP NA when using Cherry Point altimeter setting.

MISSED APPROACH: Climb to 2000 then left turn direct EWN VOR/DME and hold.

ASOS	CHERRY POINT APP CON	NEW BERN TOWER★	CLNC DEL	GND CON
118.525	119.35 374.9	124.25 (CTAF) L	121.7	121.7







CATEGORY	A	B	C	D
S-4	460-1	444 (500-1)	460-1¼ 444 (500-1¼)	460-1½ 444 (500-1½)
CIRCLING	480-1	461 (500-1)	480-1½ 461 (500-1½)	580-2 561 (600-2)

MIRL Rwy 14-32 L
HIRL Rwy 4-22 L
REIL Rwys 4, 22, 14 and 32 L

SE-2, 22 OCT 2009 to 19 NOV 2009

VOR/DME EWN	APP CRS	Rwy Idg	6004
113.6	226°	TDZE	17
Chan 83		Apt Elev	19

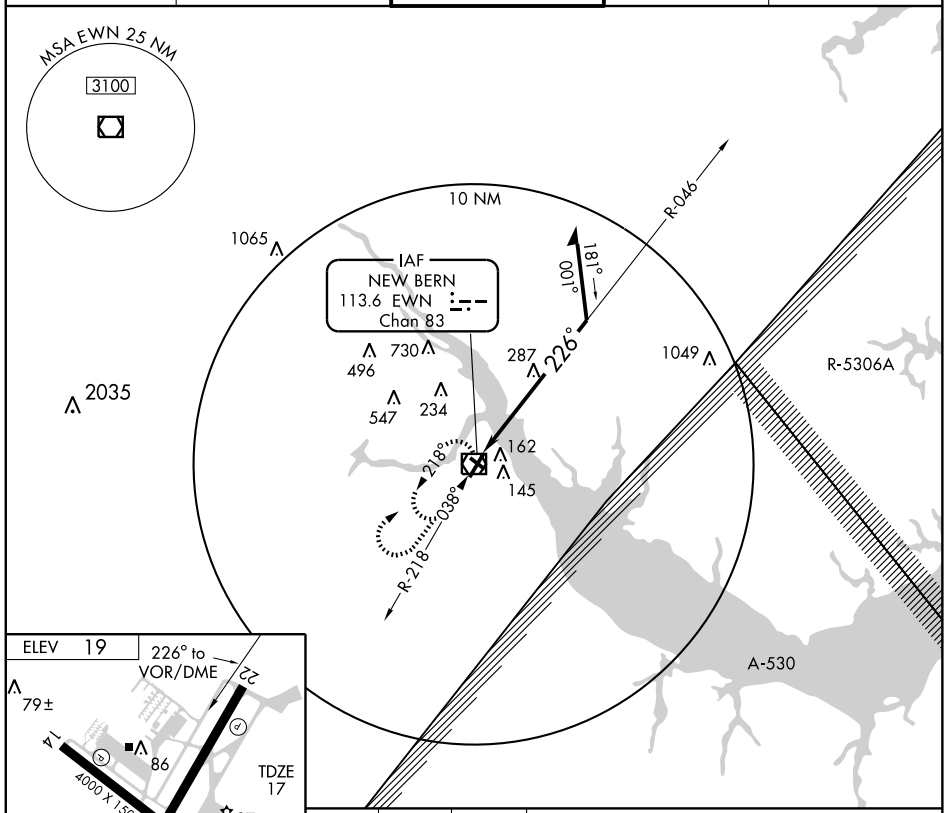
VOR RWY 22

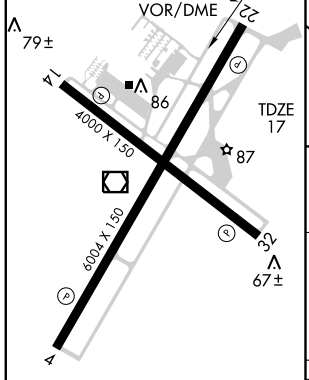
NEW BERN/COASTAL CAROLINA RGNL (EWN)

ASR Circling to Rwy 14 NA at night. Visibility reduction by helicopters NA. If local altimeter setting not received, use Cherry Point altimeter setting and increase all MDAs 40 feet. VDP NA when using Cherry Point altimeter setting.

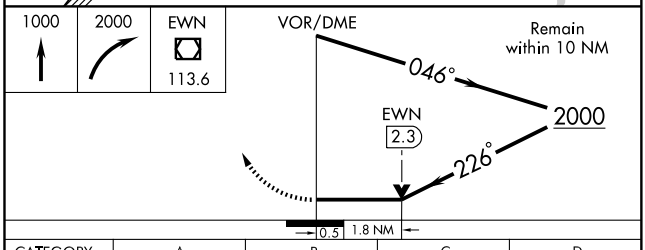
MISSED APPROACH: Climb to 1000 then climbing right turn to 2000 direct EWN VOR/DME and hold, continue climb-in-hold to 2000.

ASOS	CHERRY POINT APP CON	NEW BERN TOWER ★	CLNC DEL	GND CON
118.525	119.35 374.9	124.25 (CTAF) L	121.7	121.7





MIRL Rwy 14-32 L
HIRL Rwy 4-22 L
REIL Rwys 4, 22, 14 and 32 L



CATEGORY	A	B	C	D
S-22	600-1	583 (600-1)	600-1½ 583 (600-1½)	600-1¾ 583 (600-1¾)
CIRCLING	600-1	581 (600-1)	600-1½ 581 (600-1½)	600-2 581 (600-2)

SE-2, 22 OCT 2009 to 19 NOV 2009

NORTH WILKESBORO, NORTH CAROLINA AL-6962 (FAA)

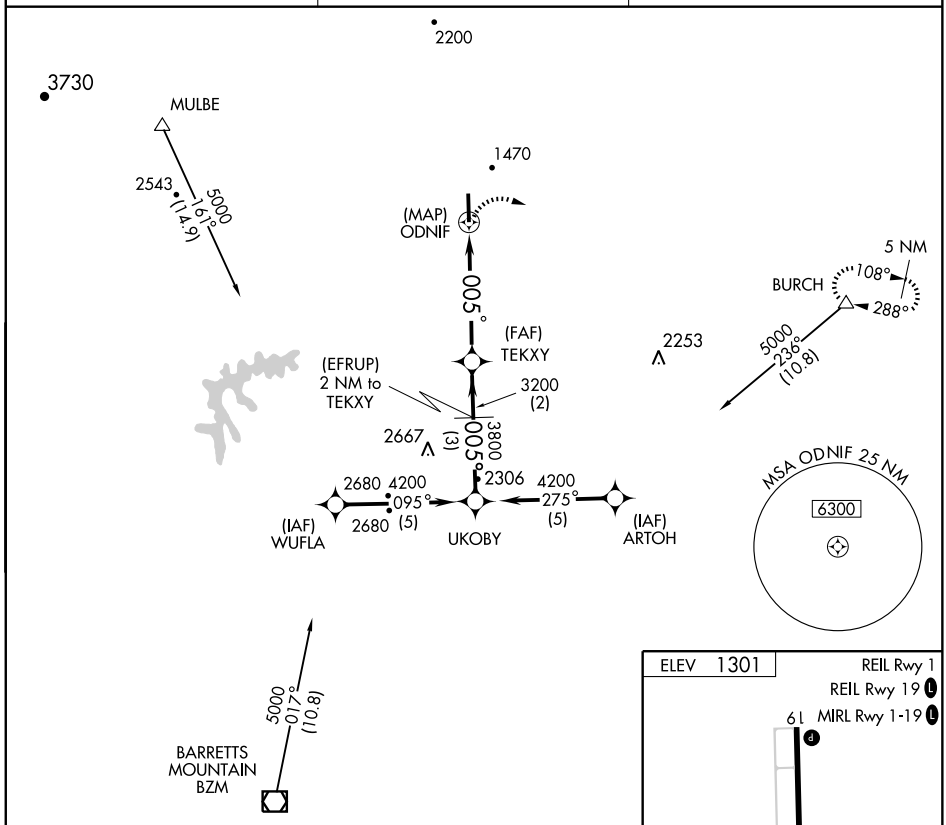
APP CRS	Rwy Idg	6200
005°	TDZE	1277
	Apt Elev	1301

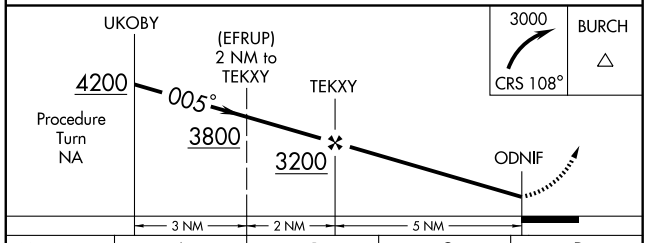
GPS RWY 1

NORTH WILKESBORO/ WILKES COUNTY (UKF)

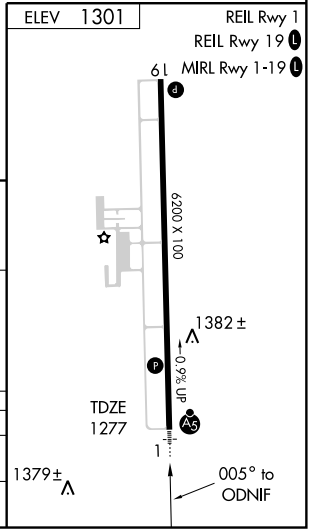
For inoperative MALSR, increase S-1 Cat D visibility to 1¼ miles.	MALSR	MISSED APPROACH: Climbing right turn to 3000 via 108° course to BURCH WP and hold.

AWOS-3	ATLANTA CENTER	UNICOM
126.625	125.15 263.0	122.7 (CTAF) L





CATEGORY	A	B	C	D
S-1	1640-½ 363 (400-½)			1640-1 363 (400-1)
CIRCLING	1820-1 519 (600-1)	1880-1 579 (600-1)	1880-1½ 579 (600-1½)	1880-2 579 (600-2)



SE-2, 22 OCT 2009 to 19 NOV 2009

NORTH WILKESBORO, NORTH CAROLINA AL-6962 (FAA)

LOC/DME I-UKF	APP CRS	Rwy Idg	6200
111.55	005°	TDZE	1277
Chan 52 (Y)		Apt Elev	1301

ILS RWY 1

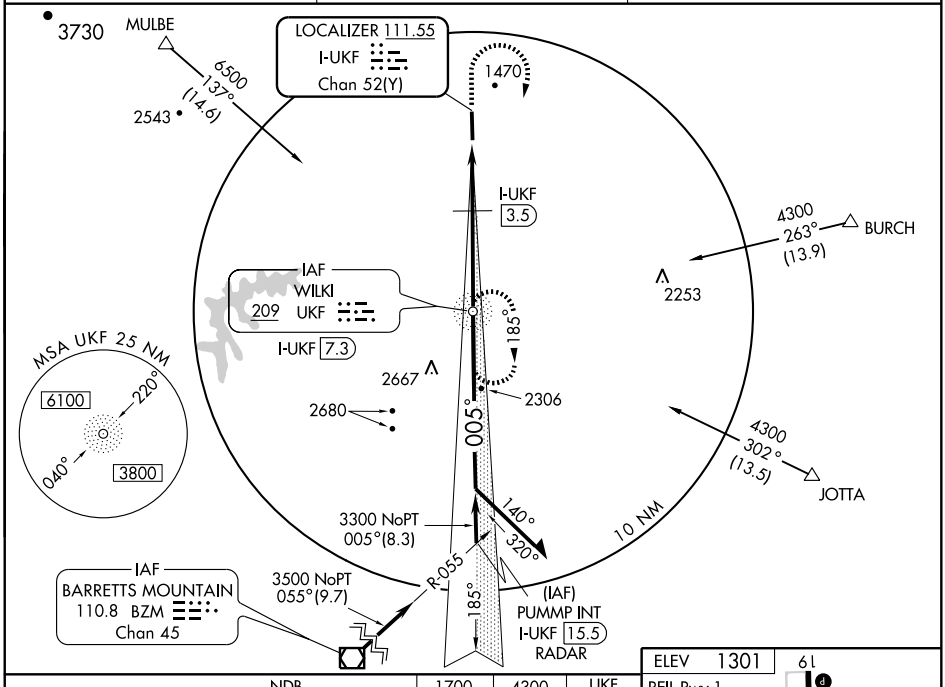
NORTH WILKESBORO/WILKES COUNTY (UKF)

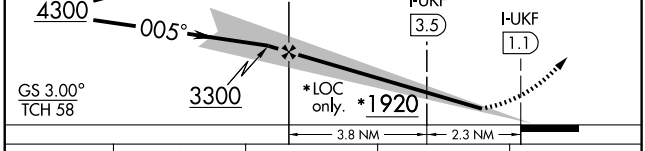
V A NA — DME MINIMUMS: For inoperative MALSR, increase S-LOC 1 Cat D visibility to 1 mile. ADF REQUIRED

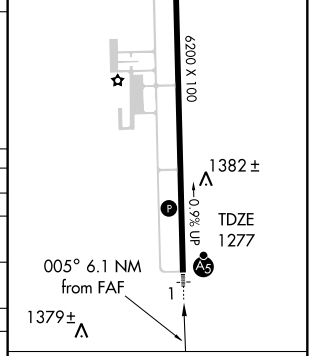
MALSR (A5)

MISSED APPROACH: Climb to 1700 then climbing right turn to 4300 direct WILKI NDB and hold.

AWOS-3	ATLANTA CENTER	UNICOM
126.625	125.15 263.0	122.7 (CTAF) L







CATEGORY	A	B	C	D
S-ILS 1	1477-½ 200 (200-½)			
S-LOC 1	1920-½ 643 (700-½)		1920-1¼ 643 (700-1¼)	1920-1½ 643 (700-1½)
CIRCLING	1920-1 619 (700-1)		1920-1¾ 619 (700-1¾)	1920-2 619 (700-2)
DME MINIMUMS				
S-LOC 1	1580-½ 303 (300-½)			1580-¾ 303 (300-¾)
CIRCLING	1820-1 519 (600-1)	1880-1 579 (600-1)	1880-1½ 579 (600-1½)	1880-2 579 (600-2)

Knots	60	90	120	150	180
Min:Sec	6:06	4:04	3:03	2:26	2:02

SE-2, 22 OCT 2009 to 19 NOV 2009

APP CRS	Rwy Idg	4200
064°	TDZE	25
	Apt Elev	25

RNAV (GPS) RWY 5

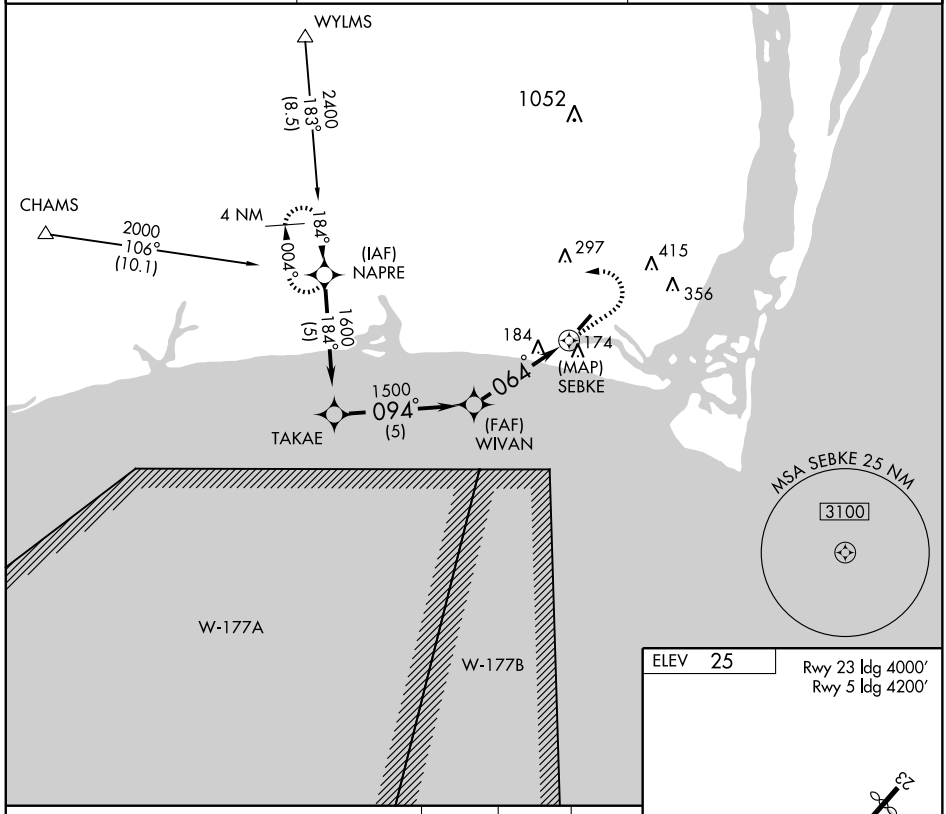
OAK ISLAND/BRUNSWICK COUNTY (SUT)

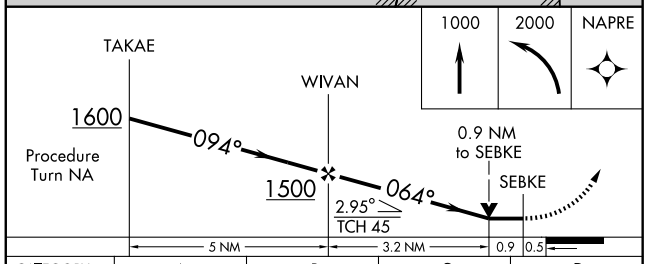
V
A NA

GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA. If local altimeter setting not received, use Wilmington Intl altimeter setting and increase all MDAs 60 feet. VDP NA with Wilmington Intl altimeter setting.

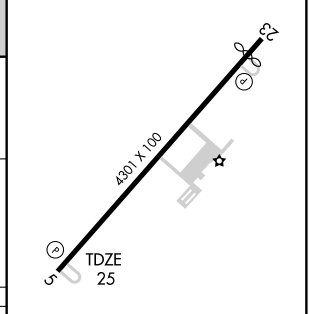
MISSED APPROACH: Climb to 1000 then climbing left turn to 2000 direct NAPRE WP and hold.

AWOS-3	WILMINGTON APP CON	UNICOM
124.175	118.25 284.65	123.0 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	500-1 475 (500-1)		500-1¼ 475 (500-1¼)	NA
CIRCLING	500-1 475 (500-1)		540-1½ 515 (600-1½)	NA



SE-2, 22 OCT 2009 to 19 NOV 2009

APP CRS	Rwy Idg	4000
229°	TDZE	23
	Apt Elev	25

RNAV (GPS) RWY 23

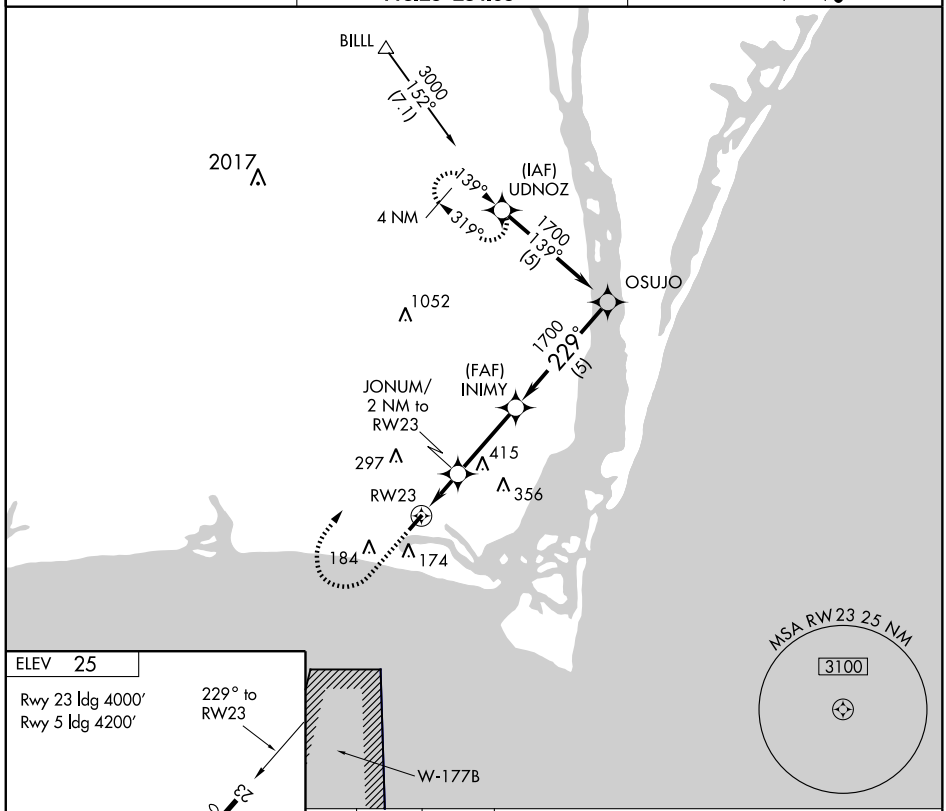
OAK ISLAND/BRUNSWICK COUNTY (SUT)

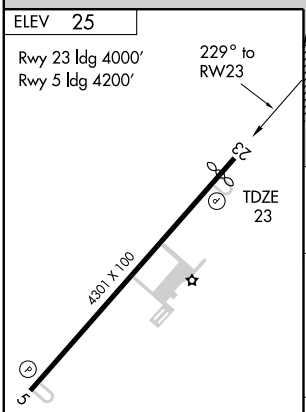
NA

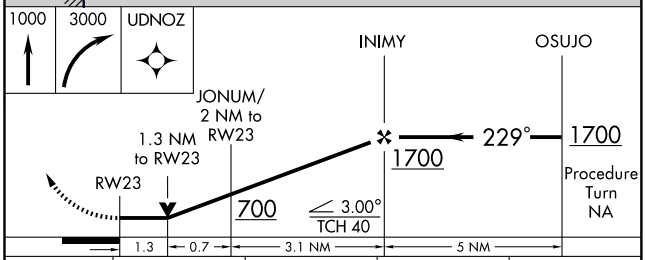
GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA. If local altimeter setting not received, use Wilmington altimeter setting and increase all MDAs 60 feet. VDP NA with Wilmington altimeter setting.

MISSED APPROACH: Climb to 1000 then climbing right turn to 3000 direct UDNOZ WP and hold.

AWOS-3	WILMINGTON APP CON	UNICOM
124.175	118.25 284.65	123.0 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	480-1 457 (500-1)		480-1¼ 457 (500-1¼)	NA
CIRCLING	480-1 455 (500-1)		540-1½ 515 (600-1½)	NA

SE-2, 22 OCT 2009 to 19 NOV 2009

OCRACOKE, NORTH CAROLINA AL-6810 (FAA)

APP CRS		
059°	Rwy Idg	2999
	TDZE	5
	Apt Elev	5

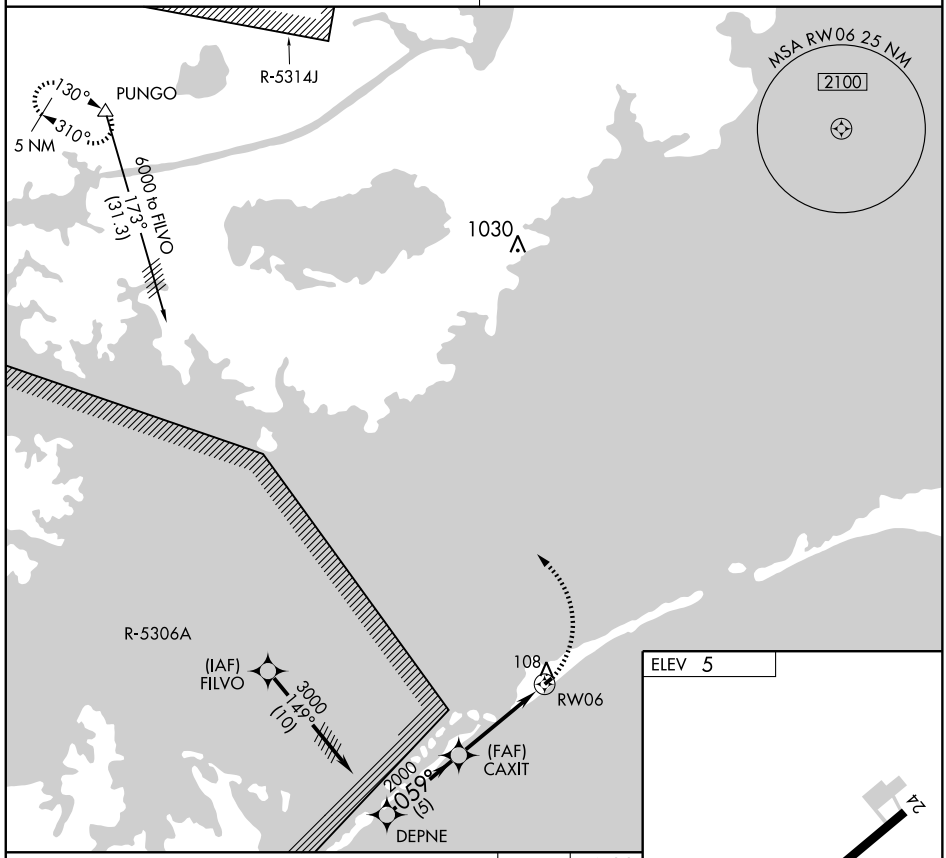
RNAV (GPS) RWY 6

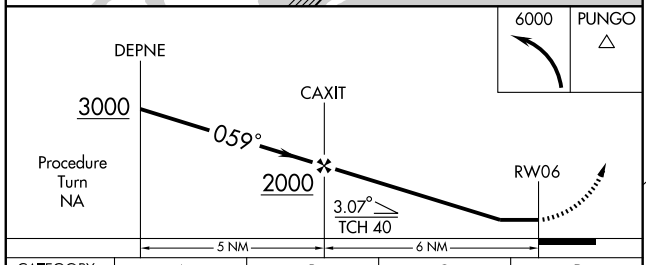
OCRACOKE ISLAND (W95)

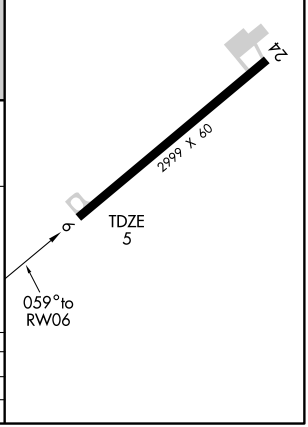
NA Procedure NA at night. Use Hatteras altimeter setting, when not received procedure NA. GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climbing left turn to 6000 direct PUNGO WP and hold.

CHERRY POINT APP CON	CTAF
119.75 360.775	122.9







CATEGORY	A	B	C	D
LNAV MDA	500-1	495 (500-1)	NA	
CIRCLING	560-1	555 (600-1)	NA	

SE-2, 22 OCT 2009 to 19 NOV 2009

OCRACOKE, NORTH CAROLINA AL-6810 (FAA)

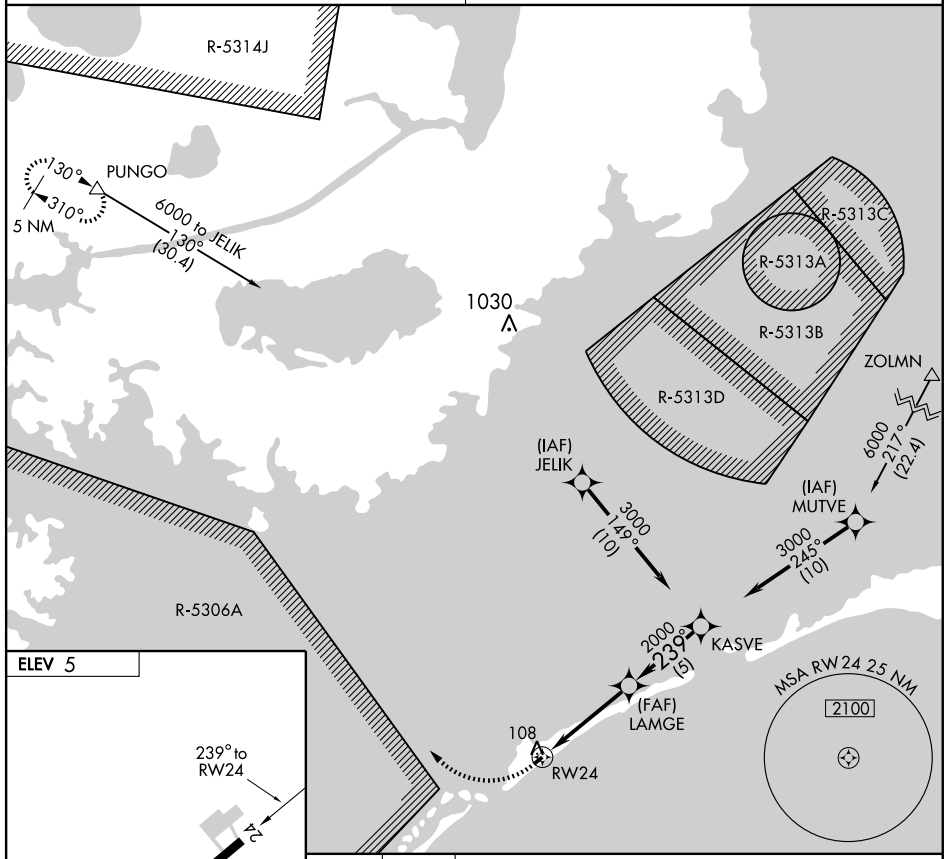
APP CRS	Rwy Idg	2999
239°	TDZE	5
	Apt Elev	5

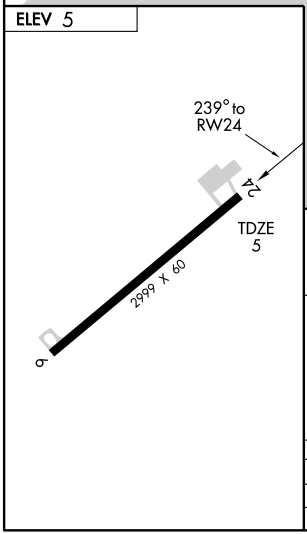
RNAV (GPS) RWY 24

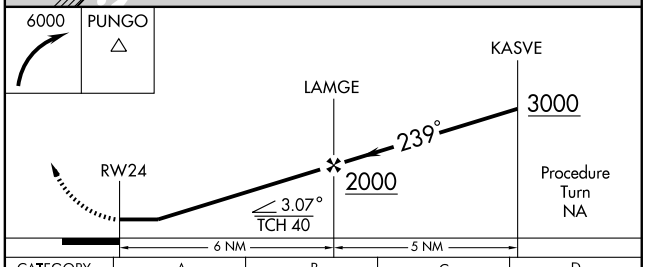
OCRACOKE ISLAND (W95)

NA	Procedure NA at night. Use Hatteras altimeter setting, when not received procedure NA. GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA.	MISSED APPROACH: Climbing right turn to 6000 direct PUNGO WP and hold.

CHERRY POINT APP CON	CTAF
119.75 360.775	122.9





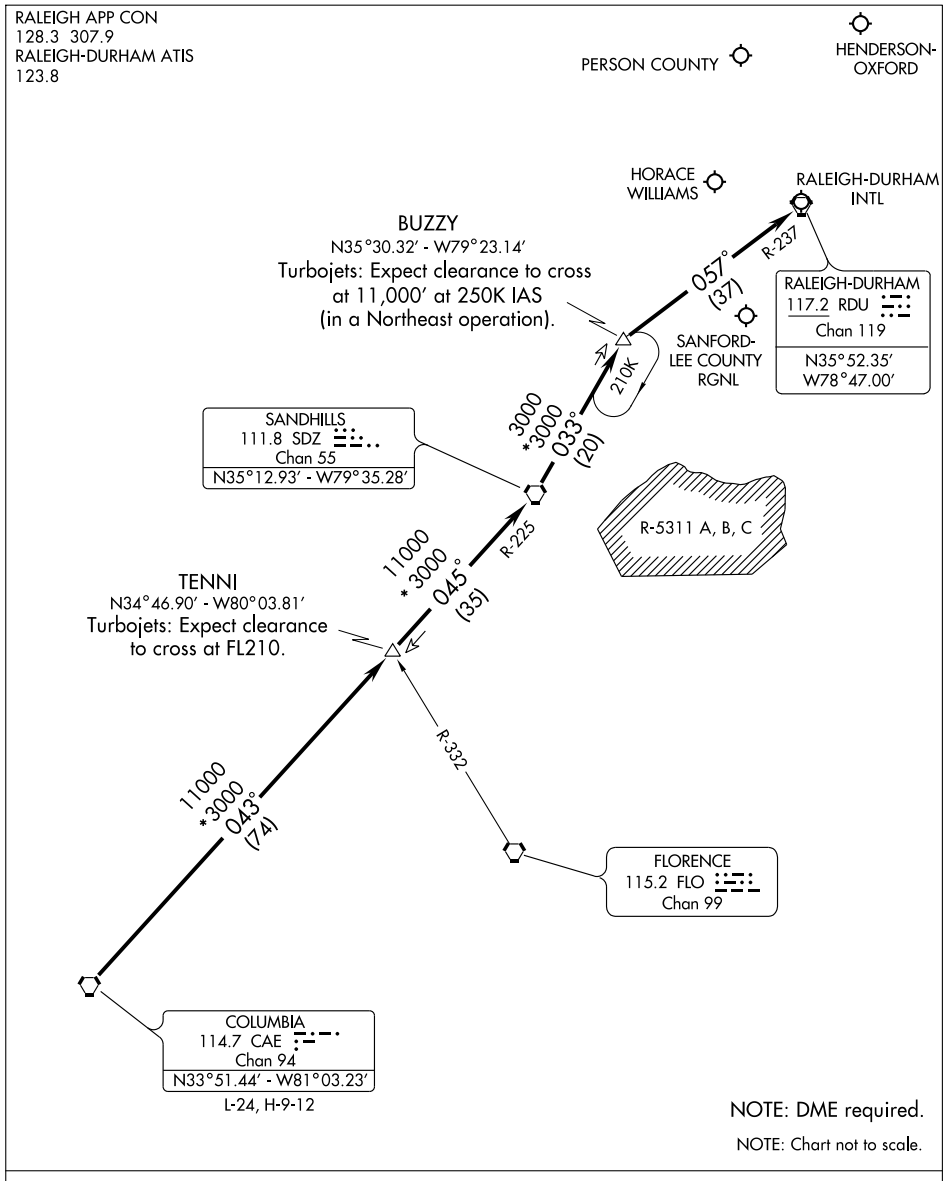


CATEGORY	A	B	C	D
LNAV MDA	500-1	495 (500-1)	NA	
CIRCLING	560-1	555 (600-1)	NA	

SE-2, 22 OCT 2009 to 19 NOV 2009

BUZZY SIX ARRIVAL (BUZZY.BUZZY6)

RALEIGH/DURHAM, NORTH CAROLINA



From over Columbia (CAE) via CAE R-043 and Sandhills (SDZ) R-225 to SDZ. Thence via SDZ R-033 to BUZZY INT. Thence via Raleigh-Durham (RDU) R-237 to RDU. Expect radar vectors to final approach course after BUZZY INT.

SE-2, 22 OCT 2009 to 19 NOV 2009

LOC I-HNZ	APP CRS	Rwy Idg	5002
109.75	058°	TDZE	526
		Apt Elev	526

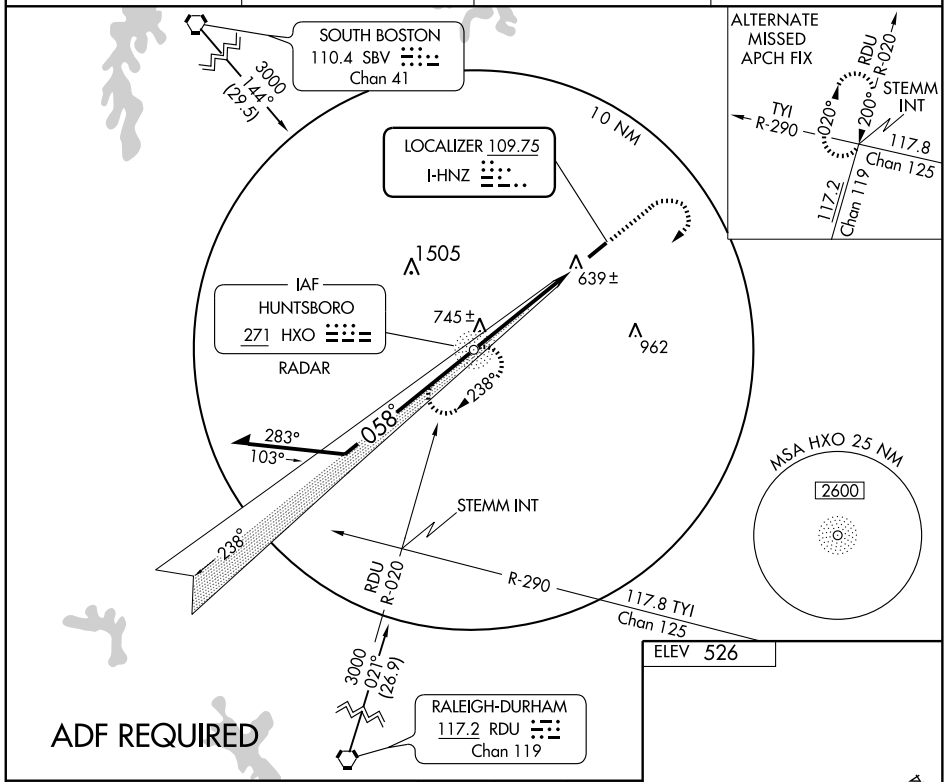
LOC RWY 6

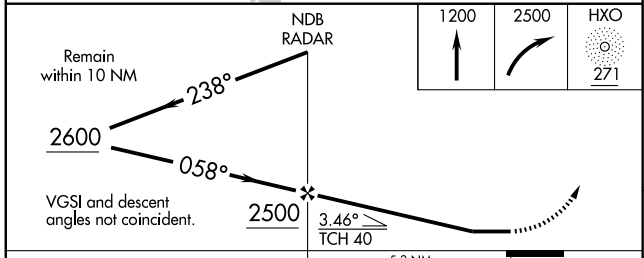
OXFORD/HENDERSON-OXFORD (HNZ)

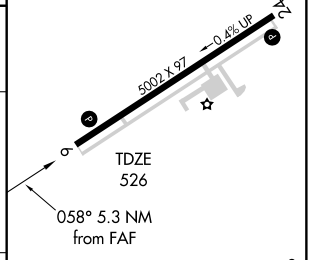
ADF or RADAR required. Visibility reduction by helicopters NA. When local altimeter setting not received, use Roxboro altimeter setting and increase all MDA 80 feet; increase S-6 Cats C and D visibility ¼ mile.

MISSED APPROACH: Climb to 1200 then climbing right turn to 2500 direct HXO NDB/RADAR and hold, continue climb-in-hold to 2500.

AWOS-3	RALEIGH APP CON	GCO	UNICOM
118.625	132.35 256.9	135.075	122.8 (CTAF) L







REIL Rwy 6 L

MIRL Rwy 6-24 L

CATEGORY	A	B	C	D
S-6	900-1 374 (400-1)			900-1¼ 374 (400-1¼)
CIRCLING	940-1 414 (500-1)	980-1 454 (500-1)	980-1½ 454 (500-1½)	1080-2 554 (600-2)

FAF to MAP 5.3 NM

Knots	60	90	120	150	180
Min:Sec	5:18	3:32	2:39	2:07	1:46

SE-2, 22 OCT 2009 to 19 NOV 2009

NDB HXO	APP CRS	Rwy Idg	5002
271	057°	TDZE	526
		Apt Elev	526

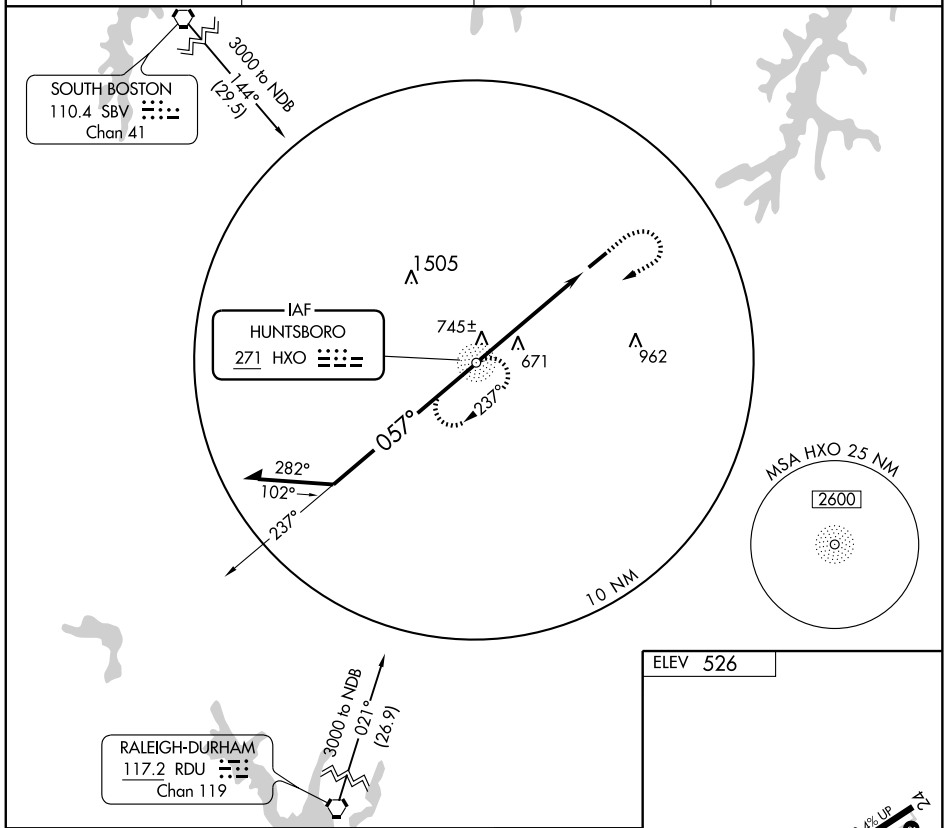
NDB RWY 6

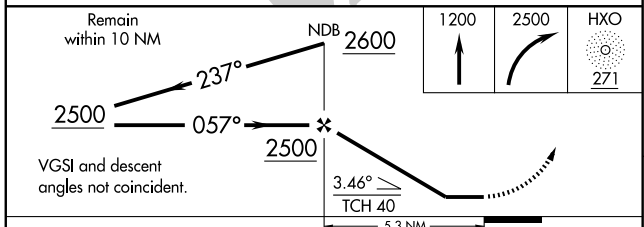
OXFORD/HENDERSON-OXFORD (HNZ)

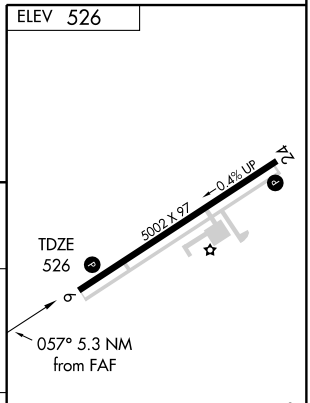
When local altimeter setting not received, use Roxboro altimeter setting and increase all MDA 80 feet; increase S-6 Cats C and D visibility ¼ mile. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 1200 then climbing right turn to 2500 direct HXO NDB and hold.

AWOS-3	RALEIGH APP CON	GCO	UNICOM
118.625	132.35 256.9	135.075	122.8 (CTAF) L







REIL Rwy 6 L
MIRL Rwy 6-24 L

CATEGORY	A	B	C	D
S-6	980-1 454 (500-1)		980-1¼ 454 (500-1¼)	980-1½ 454 (500-1½)
CIRCLING	980-1 454 (500-1)		980-1½ 454 (500-1½)	1080-2 554 (600-2)

FAF to MAP 5.3 NM

Knots	60	90	120	150	180
Min:Sec	5:18	3:32	2:39	2:07	1:46

SE-2. 22 OCT 2009 to 19 NOV 2009

WAAS CH 45709 W06A	APP CRS 058°	Rwy Idg 5002 TDZE 526 Apt Elev 526

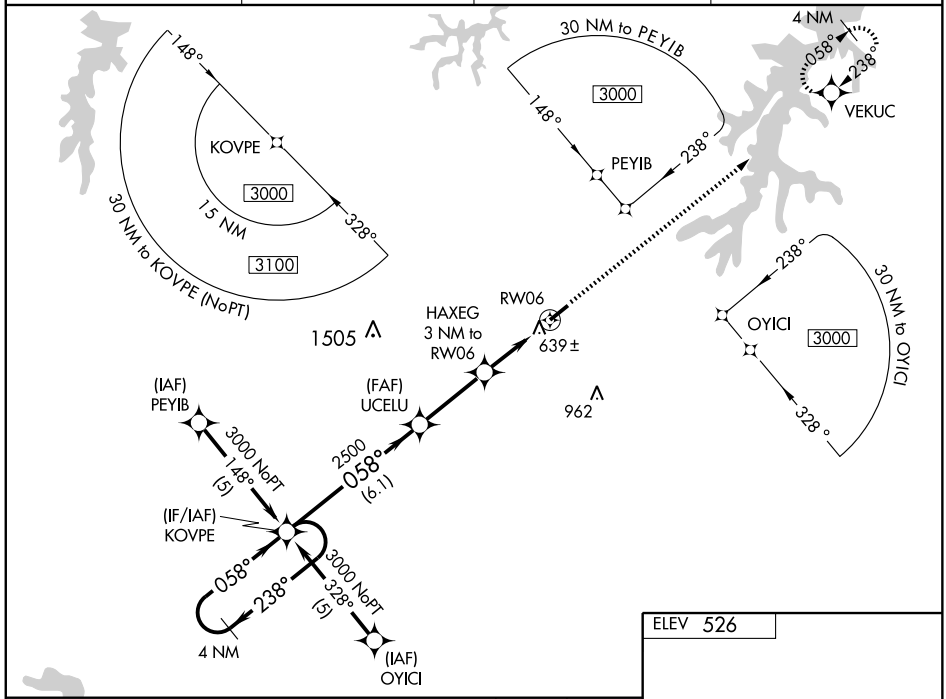
RNAV (GPS) RWY 6

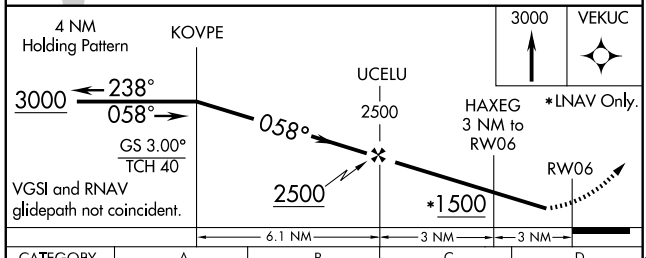
OXFORD/HENDERSON-OXFORD (HNZ)

Baro-VNAV NA when using Roxboro altimeter setting. DME/DME RNP-0.3 NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16° C (4° F) or above 48° C (118° F). Visibility reduction by helicopters NA. When local altimeter setting not received, use Roxboro altimeter setting and increase LPV DA to 928, LNAV/VNAV DA to 973, and all MDA 80 feet; increase LPV all Cats, LNAV/VNAV all Cats, and LNAV Cats C and D visibility ¼ mile.

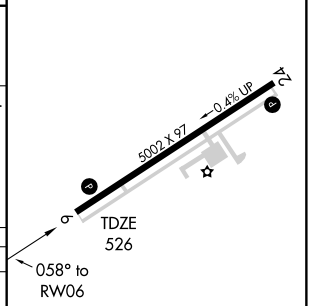
MISSED APPROACH: Climb to 3000 direct VEKUC and hold.

AWOS-3	RALEIGH APP CON	GCO	UNICOM
118.625	132.35 256.9	135.075	122.8 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	864-1¼ 338 (400-1¼)			
LNAV/VNAV DA	909-1¼ 383 (400-1¼)			
LNAV MDA	900-1 374 (400-1)			900-1¼ 374 (400-1¼)
CIRCLING	940-1 414 (500-1)	980-1 454 (500-1)	980-1½ 454 (500-1½)	1080-2 554 (600-2)



REIL Rwy 6 L
MIRL Rwy 6-24 L

SE-2, 22 OCT 2009 to 19 NOV 2009

WAAS CH 63009 W24A	APP CRS 238°	Rwy Idg 5002 TDZE 523 Apt Elev 526

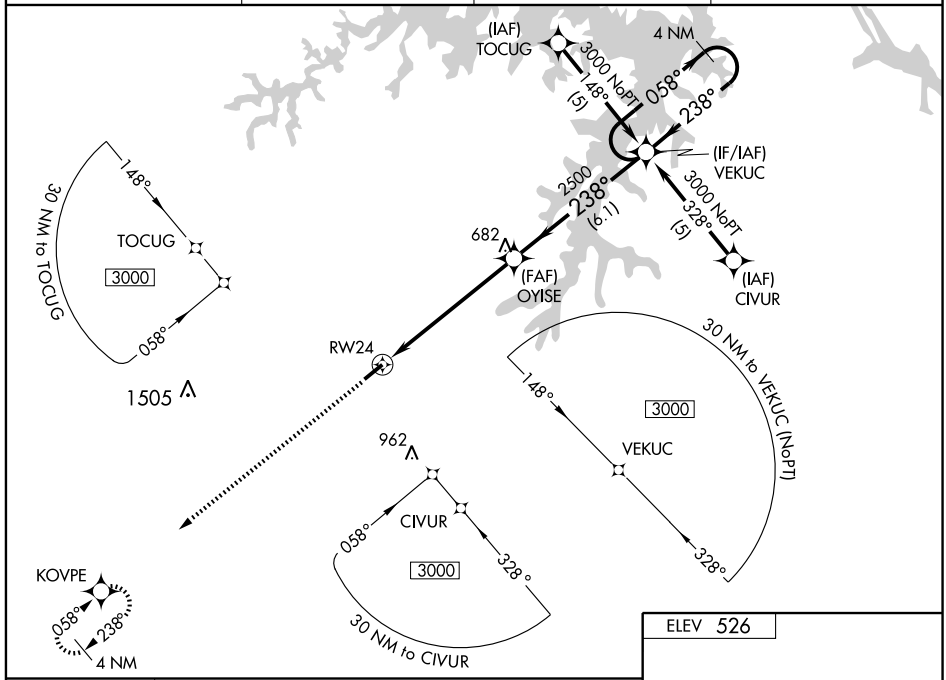
RNAV (GPS) RWY 24

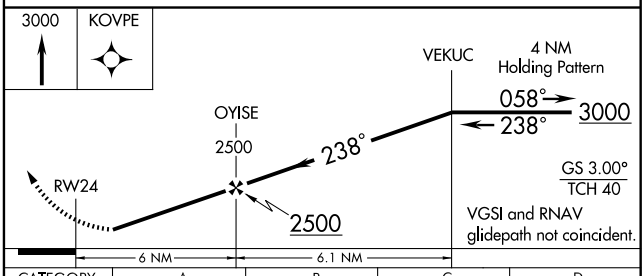
OXFORD/HENDERSON-OXFORD (HNZ)

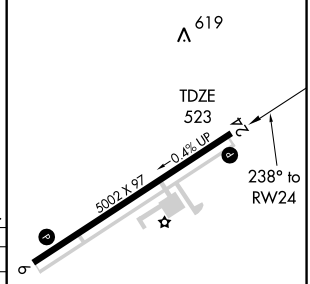
Baro-VNAV NA when using Roxboro altimeter setting. DME/DME RNP-0.3 NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16° C (4° F) or above 48° C (118° F). Visibility reduction by helicopters NA. When local altimeter setting not received, use Roxboro altimeter setting and increase LPV DA to 837, LNAV/VNAV DA to 953, and all MDA 80 feet; increase LPV all Cats, LNAV/VNAV all Cats, and LNAV Cats C and D visibility ¼ mile.

MISSED APPROACH: Climb to 3000 direct KOVPE and hold.

AWOS-3	RALEIGH APP CON	GCO	UNICOM
118.625	132.35 256.9	135.075	122.8 (CTAF) L





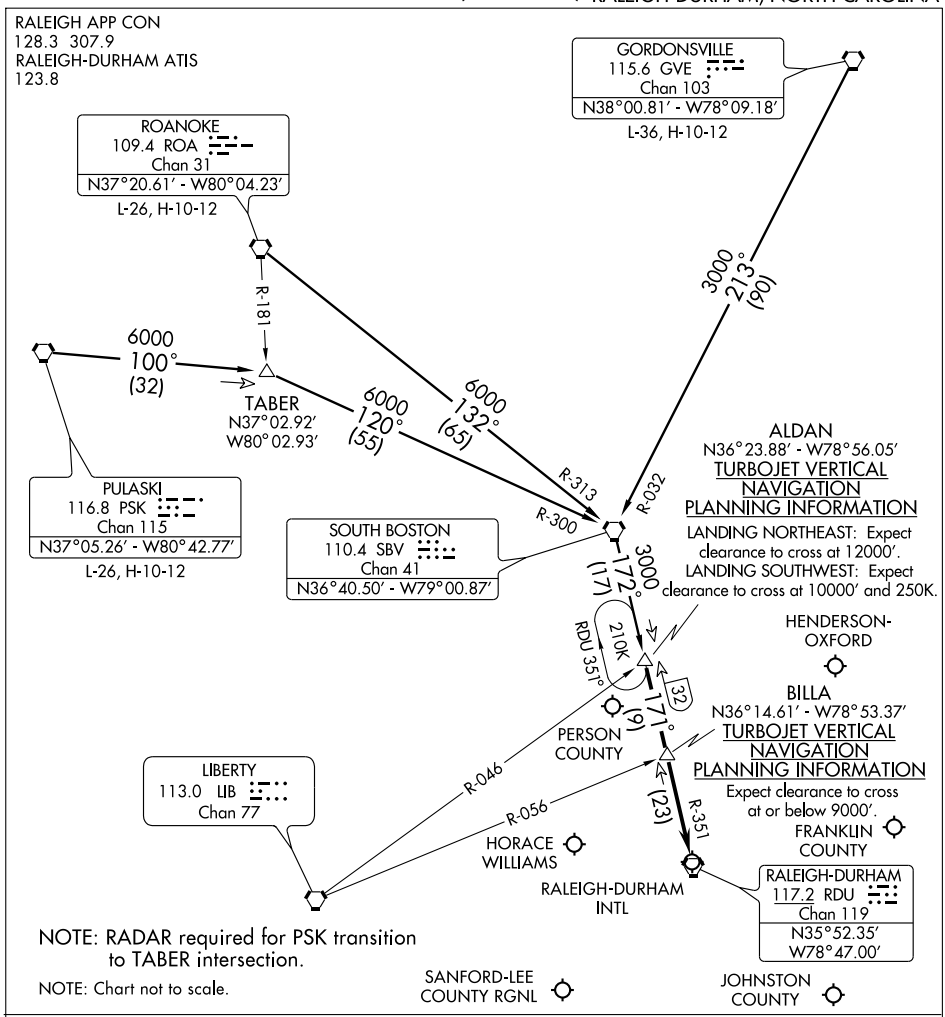


CATEGORY	A	B	C	D
LPV DA	773-1 250 (300-1)			
LNAV/VNAV DA	889-1¼ 366 (400-1¼)			
LNAV MDA	880-1 357 (400-1)			880-1¼ 357 (400-1¼)
CIRCLING	940-1 414 (500-1)	980-1 454 (500-1)	980-1½ 454 (500-1½)	1080-2 554 (600-2)

REIL Rwy 6 L
MIRL Rwy 6-24 L

SE-2. 22 OCT 2009 to 19 NOV 2009

SOUTH BOSTON FOUR ARRIVAL (SBV.SBV4) RALEIGH-DURHAM, NORTH CAROLINA



GORDONSVILLE TRANSITION (GVE.SBV4): From over GVE VORTAC via GVE R-213 and SBV R-032 to SBV VORTAC, then via SBV R-172 to ALDAN INT. Thence. . . .

PULASKI TRANSITION (PSK.SBV4): From over PSK VORTAC via PSK R-100 and SBV R-300 to SBV VORTAC, then via SBV R-172 to ALDAN INT. Thence. . . .

ROANOKE TRANSITION (ROA.SBV4): From over ROA VORTAC via ROA R-132 and SBV R-313 to SBV VORTAC, then via SBV R-172 to ALDAN INT. Thence . . . .

. . . . From over ALDAN INT via RDU R-351 to BILLA INT, then via RDU R-351 to RDU VORTAC. For arrival to Raleigh-Durham Intl (RDU), Franklin County (LHZ), Horace Williams (IGX), Johnston County (JNX) and Sanford-Lee County Rgnl (TTA) airports: Expect radar vectors to final approach course after BILLA INT.

For arrival to Henderson-Oxford (HNZ) and Person County (TDF) airports: Expect radar vectors to final approach course after ALDAN INT.

SE-2, 22 OCT 2009 to 19 NOV 2009

LOC I-SOP	APP CRS	Rwy Idg	5503
111.5	054°	TDZE	456
		Apt Elev	461

ILS RWY 5

PINEHURST/SOUTHERN PINES/ MOORE COUNTY(SOP)

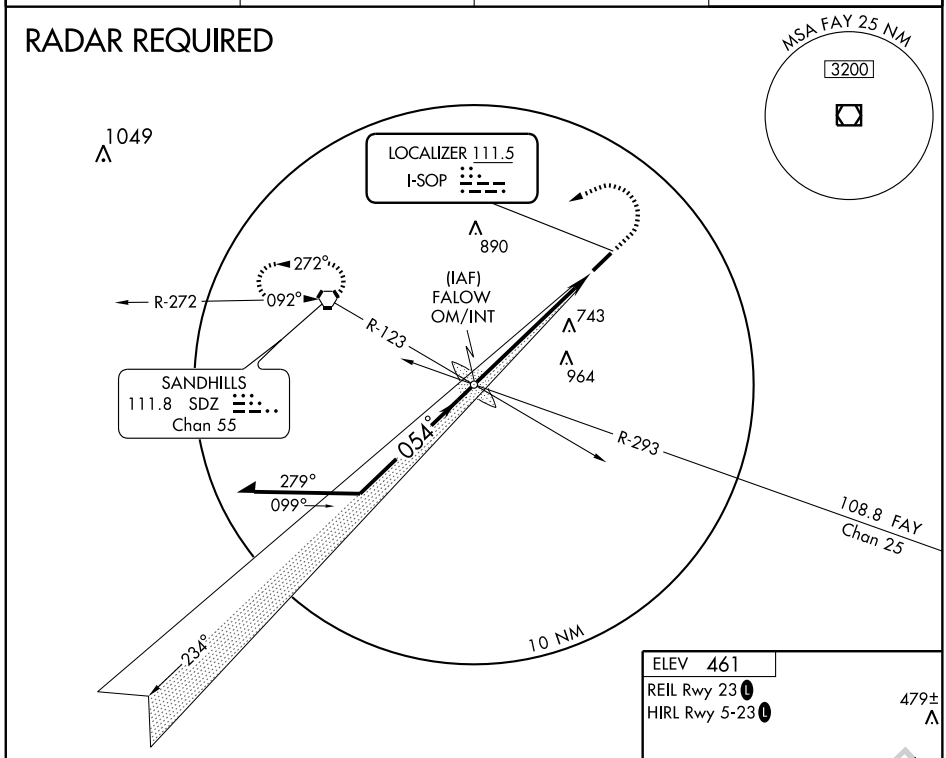
T A NA — If local altimeter setting not received, use Pope AFB altimeter setting and increase DH to 790 feet; increase all MDAs 80 feet. Inoperative table does not apply to S-LOC 5 Cat. C.

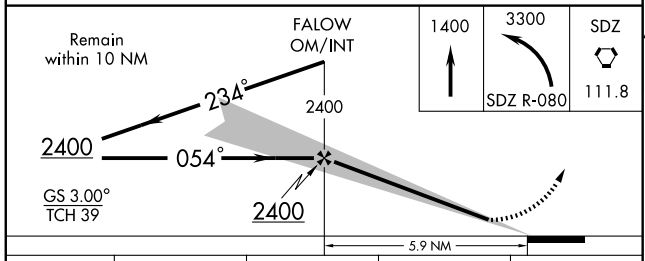
MALS (A4)

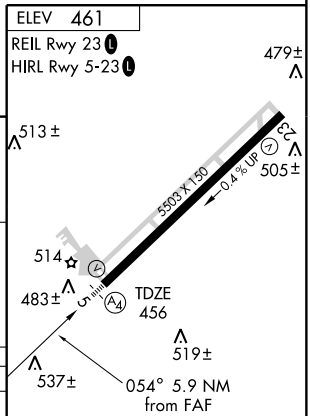
MISSED APPROACH: Climb to 1400 then climbing left turn to 3300 via SDZ R-080 to SDZ VORTAC and hold.

AWOS-3	FAYETTEVILLE APP CON	CLNC DEL	UNICOM
127.575	127.8 343.725	127.0	123.05(CTAF) L

RADAR REQUIRED







CATEGORY	A	B	C	D
S-ILS 5	712-¾ 256 (300-¾)			
S-LOC 5	940-¾ 484 (500-¾)		940-1¼ 484 (500-1¼)	940-1½ 484 (500-1½)
CIRCLING	940-1 479 (500-1)		940-1½ 479 (500-1½)	1020-2 559 (600-2)

FAF to MAP 5.9 NM

Knots	60	90	120	150	180
Min:Sec	5:54	3:56	2:57	2:22	1:58

SE-2, 22 OCT 2009 to 19 NOV 2009

APP CRS	Rwy Idg	5503
234°	TDZE	443
	Apt Elev	461

RNAV (GPS) RWY 23

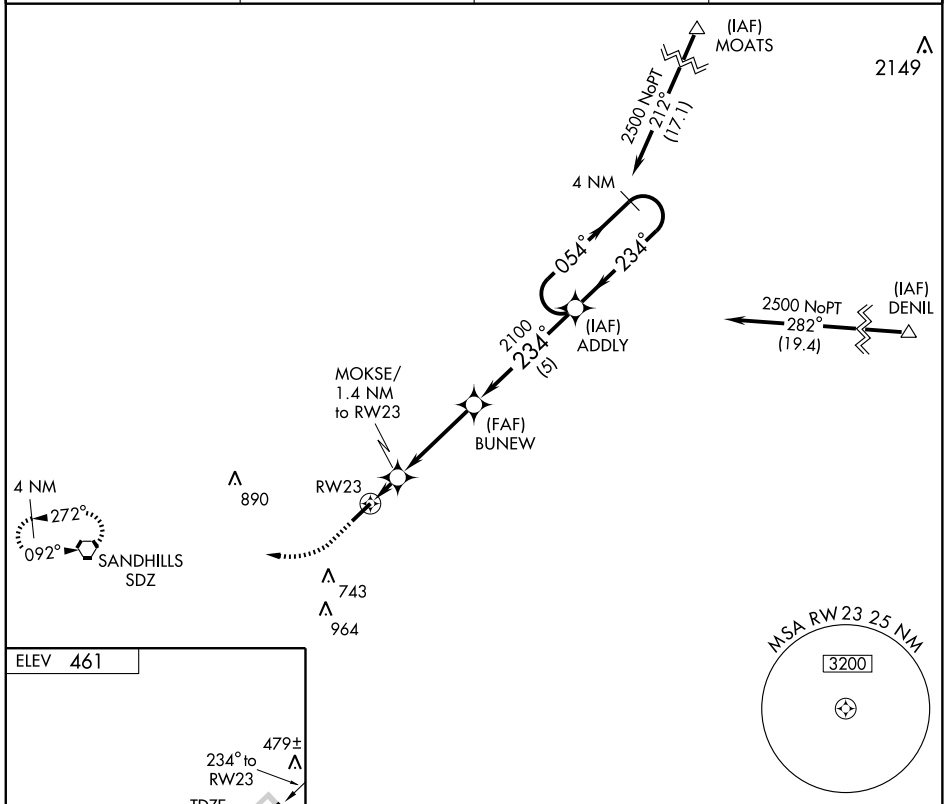
PINEHURST/SOUTHERN PINES/ MOORE COUNTY (SOP)

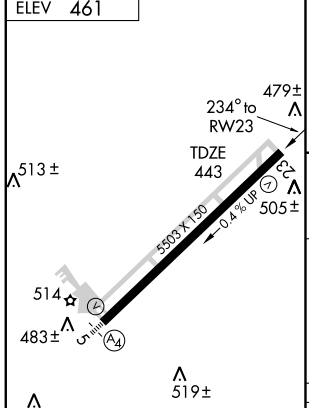
V
NA

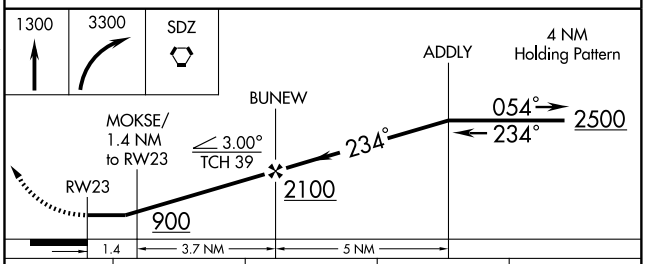
GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA. If local altimeter setting not received, use Pope AFB altimeter setting and increase all MDAs 80 feet.

MISSED APPROACH: Climb to 1300 then climbing right turn to 3300 direct SDZ VORTAC and hold.

AWOS-3	FAYETTEVILLE APP CON	CLNC DEL	UNICOM
127.575	127.8 343.725	127.0	123.05 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	760-1 317 (300-1)			
CIRCLING	840-1 379 (400-1)	920-1 459 (500-1)	920-1½ 459 (500-1½)	1020-2 559 (600-2)

REIL Rwy 23 L
HIRL Rwy 5-23 L

SE-2, 22 OCT 2009 to 19 NOV 2009

PLYMOUTH, NORTH CAROLINA AL-6249 (FAA)

APP CRS	Rwy Idg	5500
027°	TDZE	39
	Apt Elev	39

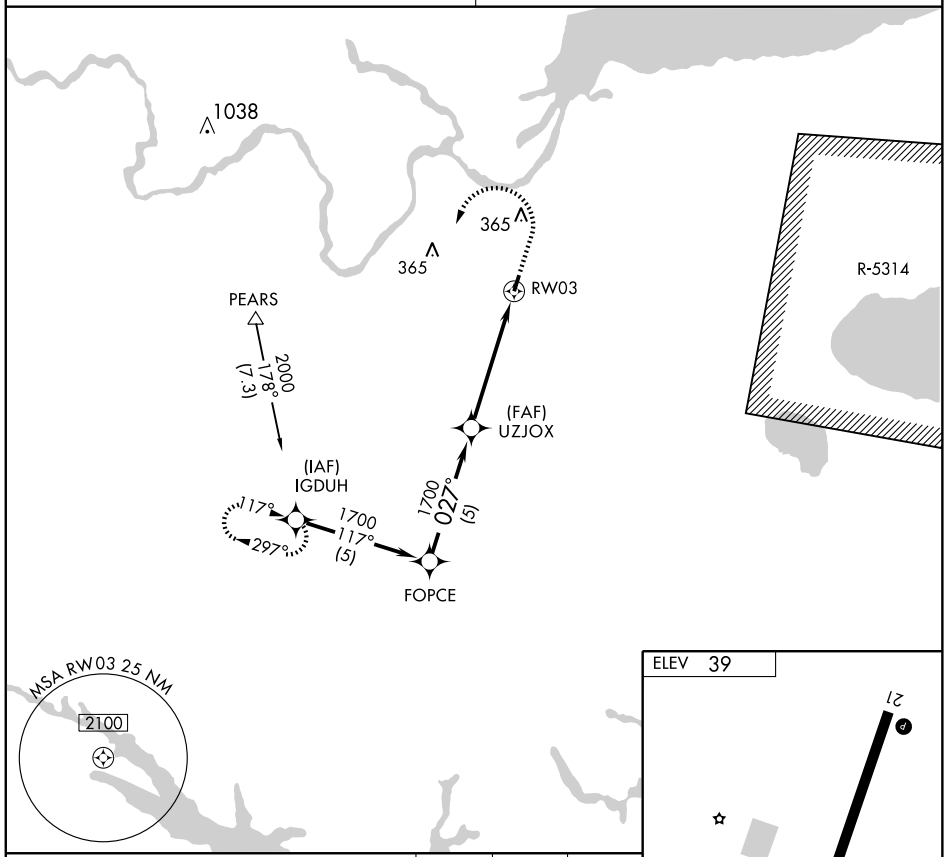
GPS RWY 3
PLYMOUTH MUNI (PMZ)

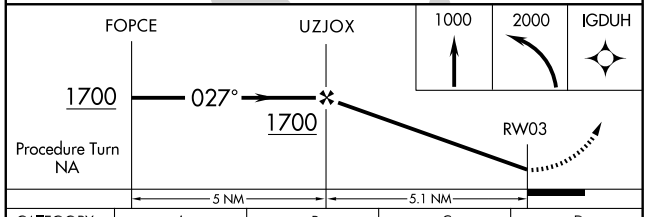
NA

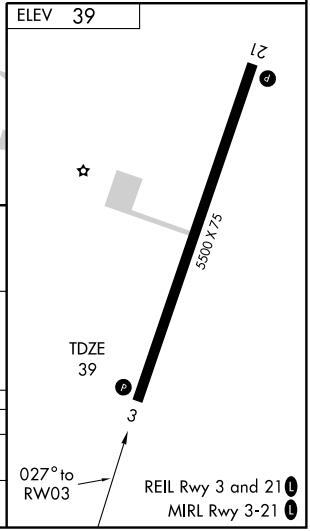
Use New Bern altimeter setting.

MISSED APPROACH: Climb to 1000 then climbing left turn to 2000 direct IGDUH WP and hold.

WASHINGTON CENTER	UNICOM
135.5 272.75	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-3	520-1	481 (500-1)	520-1¼ 481 (500-1¼)	NA
CIRCLING	600-1	561 (600-1)	600-1½ 561 (600-1½)	NA

SE-2, 22 OCT 2009 to 19 NOV 2009

APP CRS	Rwy Idg	5500
207°	TDZE	39
	Apt Elev	39

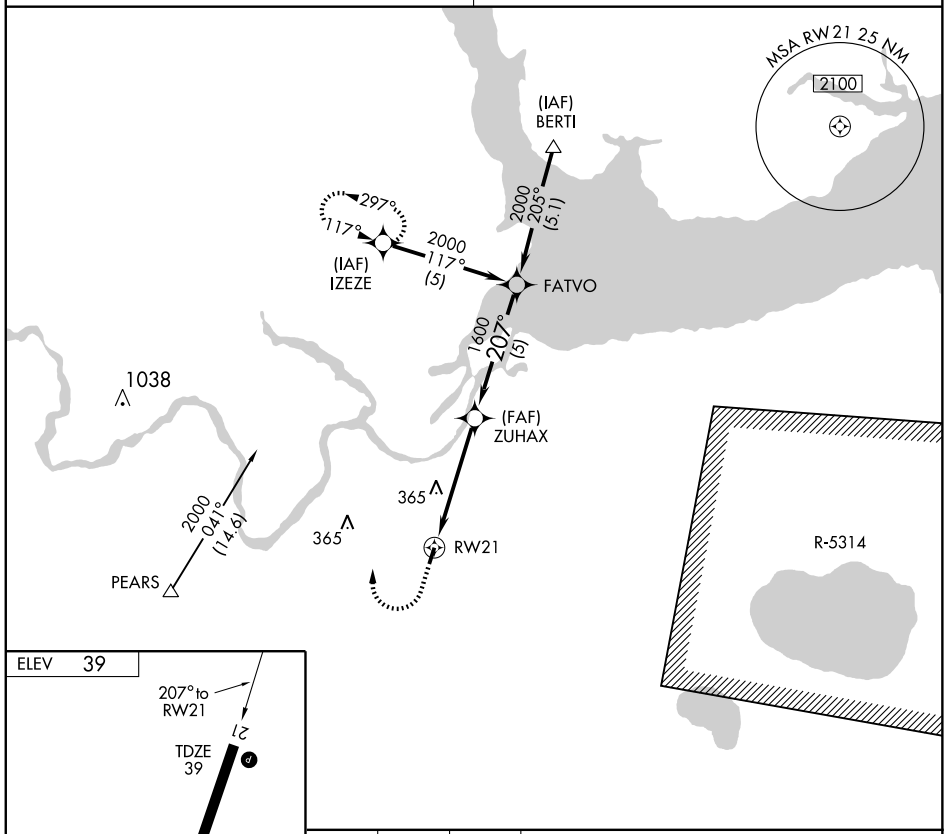
GPS RWY 21
PLYMOUTH MUNI (PMZ)

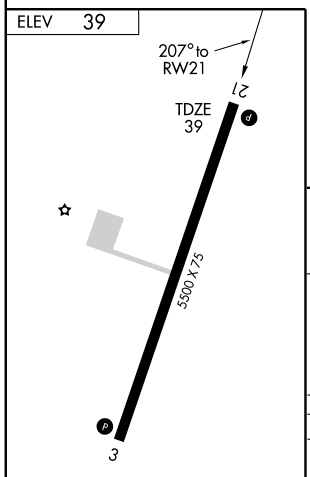
NA

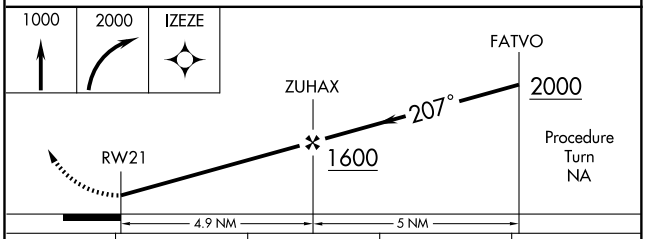
Use New Bern altimeter setting.

MISSED APPROACH: Climb to 1000 then climbing right turn to 2000 direct IZEZE WP and hold.

WASHINGTON CENTER	UNICOM
135.5 272.75	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-21	740-1	701 (800-1)	740-2 701 (800-2)	NA
CIRCLING	740-1	701 (800-1)	740-2 701 (800-2)	NA

REIL Rwy 3 and 21 L
MIRL Rwy 3-21 L

SE-2, 22 OCT 2009 to 19 NOV 2009

VOR/DME FAY 108.8 Chan 25	APP CRS 282°	Rwy Idg N/A TDZE N/A Apt Elev 304

VOR/DME or GPS-A

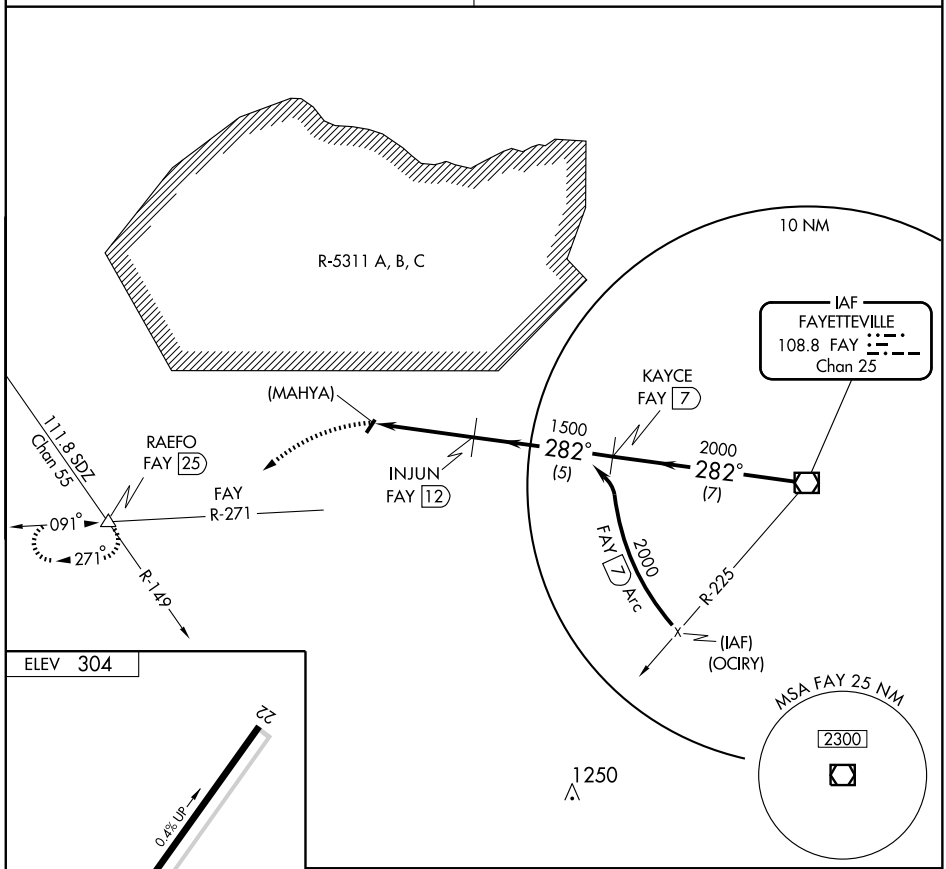
RAEFORD/ P K AIRPARK (5W4)

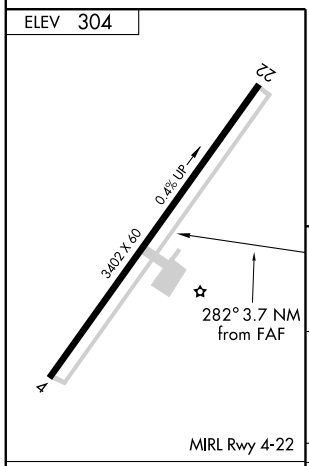
NA

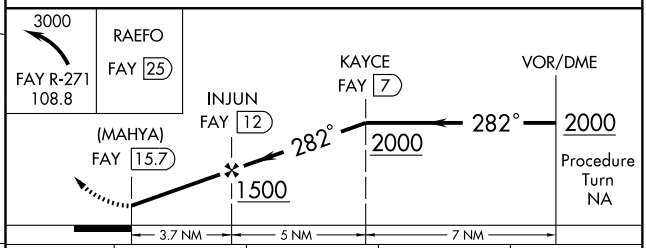
Use Fayetteville altimeter setting.

MISSED APPROACH: Climbing left turn to 3000 via FAY R-271 to RAEFO 25 DME and hold.

FAYETTEVILLE APP CON	UNICOM
127.8 295.0	123.0 (CTAF)







Knots	60	90	120	150	180
Min:Sec					

CATEGORY	A	B	C	D
CIRCLING	820-1 516 (600-1)		820-1½ 516 (600-1½)	NA

SE-2, 22 OCT 2009 to 19 NOV 2009

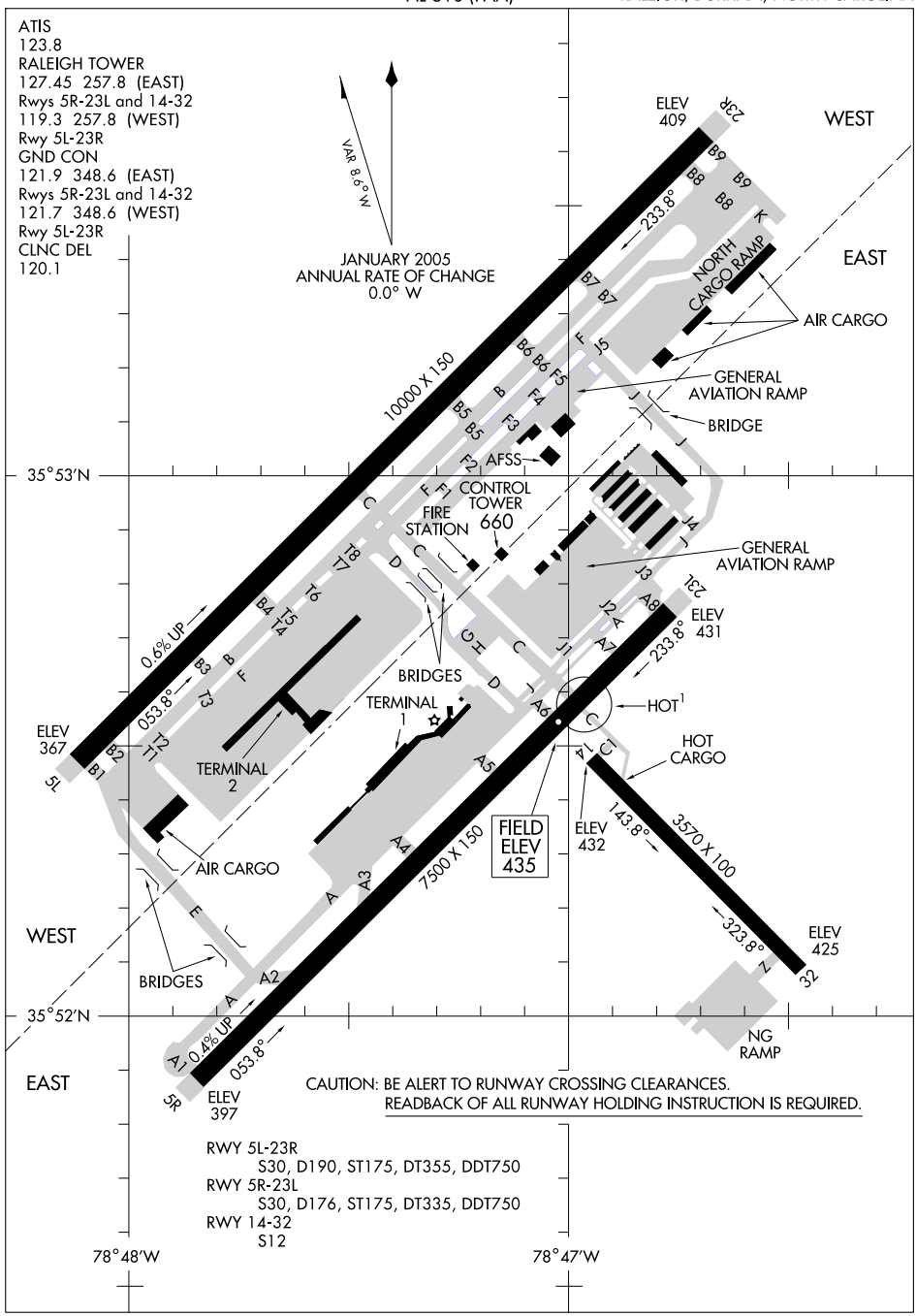
09127

AIRPORT DIAGRAM

AL-516 (FAA)

RALEIGH-DURHAM INTL (RDU)

RALEIGH/DURHAM, NORTH CAROLINA



SE-2, 22 OCT 2009 to 19 NOV 2009

ARGAL FIVE ARRIVAL (ARGAL.ARGAL5)

RALEIGH-DURHAM INTL

RALEIGH/DURHAM, NORTH CAROLINA

FRANKLIN TRANSITION (FKN.ARGAL5): From over FKN VORTAC via FKN R-249 and RDU R-063 to ARGAL INT. Thence. . . .

HOPEWELL TRANSITION (HPW.ARGAL5): From over HPW VORTAC via HPW R-215 to DUFFI INT, then via RDU R-063 to ARGAL INT. Thence. . . .

SALISBURY TRANSITION (SBY.ARGAL5): From over SBY VORTAC via SBY R-213 to CCV VORTAC, then via CCV R-236 and FKN R-071 to FKN VORTAC, then via FKN R-249 and RDU R-063 to ARGAL INT. Thence. . . .

SNOW HILL TRANSITION (SWL.ARGAL5): From over SWL VORTAC via SWL R-219 to CCV VORTAC, then via CCV R-236 and FKN R-071 to FKN VORTAC, then via FKN R-249 and RDU R-063 to ARGAL INT. Thence. . . .

. . . . From over ARGAL INT via RDU R-063 to RDU VORTAC. Expect radar vectors to final approach course after ARGAL INT.

RALEIGH APP CON
124.95 392.1
ATIS
123.8

SALISBURY
111.2 SBY
Chan 49
N38°20.70′ - W75°30.63′
L-34-36, H-10-12

6000 213° (64)

6000 219° (50)

SNOW HILL
112.4 SWL
Chan 71
N38°03.40′
W75°27.83′
L-36, H-10-12

R-031

R-041

6000 236° (38)

CAPE CHARLES
112.2 CCV
Chan 59
N37°20.85′ - W75°59.86′

HOPEWELL
112.0 HPW
Chan 57
N37°19.73′ - W77°06.96′
L-36, H-10-12

TURBOJET VERTICAL NAVIGATION PLANNING INFORMATION
Expect clearance to cross at or below FL220.

R-140

6000 215° (67)

6000 251° (24)

DRIVE
N36°54.18′
W76°34.10′

R-071

6000 249° (44)

ARGAL
N36°10.28′ - W78°09.92′
TURBOJET VERTICAL NAVIGATION PLANNING INFORMATION
Expect to cross at 10,000′
(in a southwest operation)

MEYER
N36°12.82′
W78°04.60′

6000 243° (16)

DUFFI
N36°20.96′
W77°47.49′

FRANKLIN
110.6 FKN
Chan 43
N36°42.85′ - W77°00.74′
L-35-36, H-9-10-12

TURBOJET VERTICAL NAVIGATION PLANNING INFORMATION
Expect clearance to cross at or below FL220.

N

RALEIGH-DURHAM
117.2 RDU
Chan 119
N35°52.35′ - W78°47.00′

210K 243° (5) 40

R-313

R-354

R-063 243° (35)

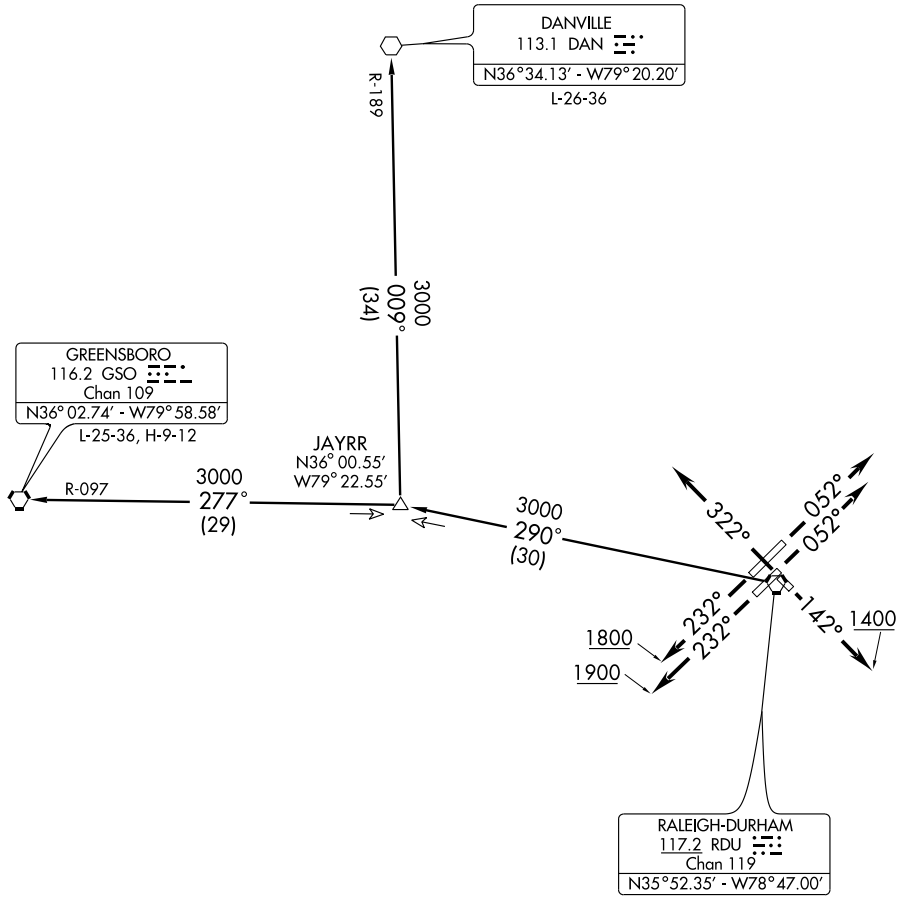
R-303

TAR RIVER
117.8 TYI
Chan 125

NOTE: Chart not to scale.

BLUE DEVIL FOUR DEPARTURE

ATIS 123.8
CLNC DEL
120.1
RALEIGH DEP CON
132.35 256.9



TAKEOFF MINIMUMS:
Rwys 5L, 5R, 14, 23L, 23R, STANDARD.
Rwy 32: 300-1

NOTE: Turbojets not authorized.
NOTE: Radar Required.
NOTE: Chart not to scale.

(Continued on next page)

SE-2, 22 OCT 2009 to 19 NOV 2009

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 5L: Climb heading 052°, thence....
TAKE-OFF RWY 5R: Climb heading 052°, thence....
TAKE-OFF RWY 14: Climb heading 142° to 1400, thence....
TAKE-OFF RWY 23L: Climb heading 232° to 1900, thence....
TAKE-OFF RWY 23R: Climb heading 232° to 1800, thence....
TAKE-OFF RWY 32: Climb heading 322°, thence....

....or as assigned for vectors to assigned transition. Expect clearance to filed altitude/flight level ten minutes after departure.

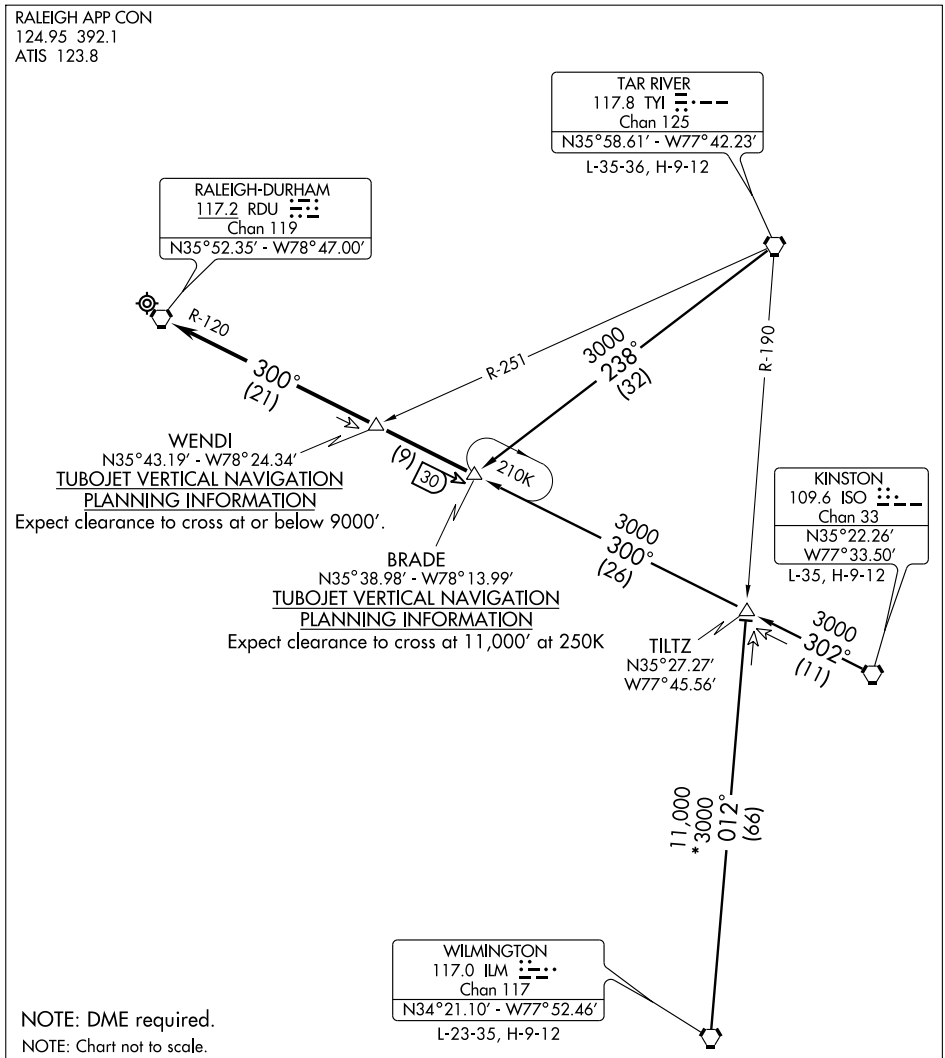
DANVILLE TRANSITION (BLUUE4.DAN): From over RDU VORTAC via RDU R-290 to JAYRR INT then via DAN R-189 to DAN VOR.
GREENSBORO TRANSITION (BLUUE4.GSO): From over RDU VORTAC via RDU R-290 to JAYRR INT then via GSO R-097 to GSO VORTAC.

TAKE-OFF OBSTACLE NOTES:

Rwy 5L: Tree 2011 feet from DER, 949 feet right of centerline, 80 feet AGL/469 feet MSL. Tree 3802 feet from DER, 1238 feet left of centerline, 77 feet AGL/506 MSL. Tank 4046 feet from DER , 1578 feet right of centerline, 138 feet AGL/547 feet MSL.
Rwy 5R: Tree 1437 feet from DER, 803 feet right of centerline, 80 feet AGL/469 feet MSL.
Rwy 14: Multiple trees beginning 2021 feet from DER, 510 feet left of centerline, up to 122 feet AGL/571 feet MSL. Multiple trees beginning 2468 feet from DER, 1 foot right of centerline, up to 110 feet AGL/559 MSL.
Rwy 23L: Tree 1496 from DER, 797 feet left of centerline, 58 feet AGL/447 feet MSL. LT Pole 1458 feet from DER, 878 feet right of centerline, 93 feet AGL/452 feet MSL.
Rwy 32: Multiple poles 1170 feet from DER, 634 feet left centerline, up to 47 feet AGL/486 feet MSL. Antenna 1243 feet from DER, 754 feet right of centerline, 34 feet AGL/473 feet MSL. Control tower and antenna 2207 feet from DER, 911 feet right of centerline, 221 feet AGL/660 feet MSL.

SE-2, 22 OCT 2009 to 19 NOV 2009

BRADE FIVE ARRIVAL (BRADE.BRADE5)



SE-2, 22 OCT 2009 to 19 NOV 2009

KINSTON TRANSITION (ISO.BRADE5): From over ISO VORTAC via ISO R-302 and RDU R-120 to BRADE INT. Thence . . . .

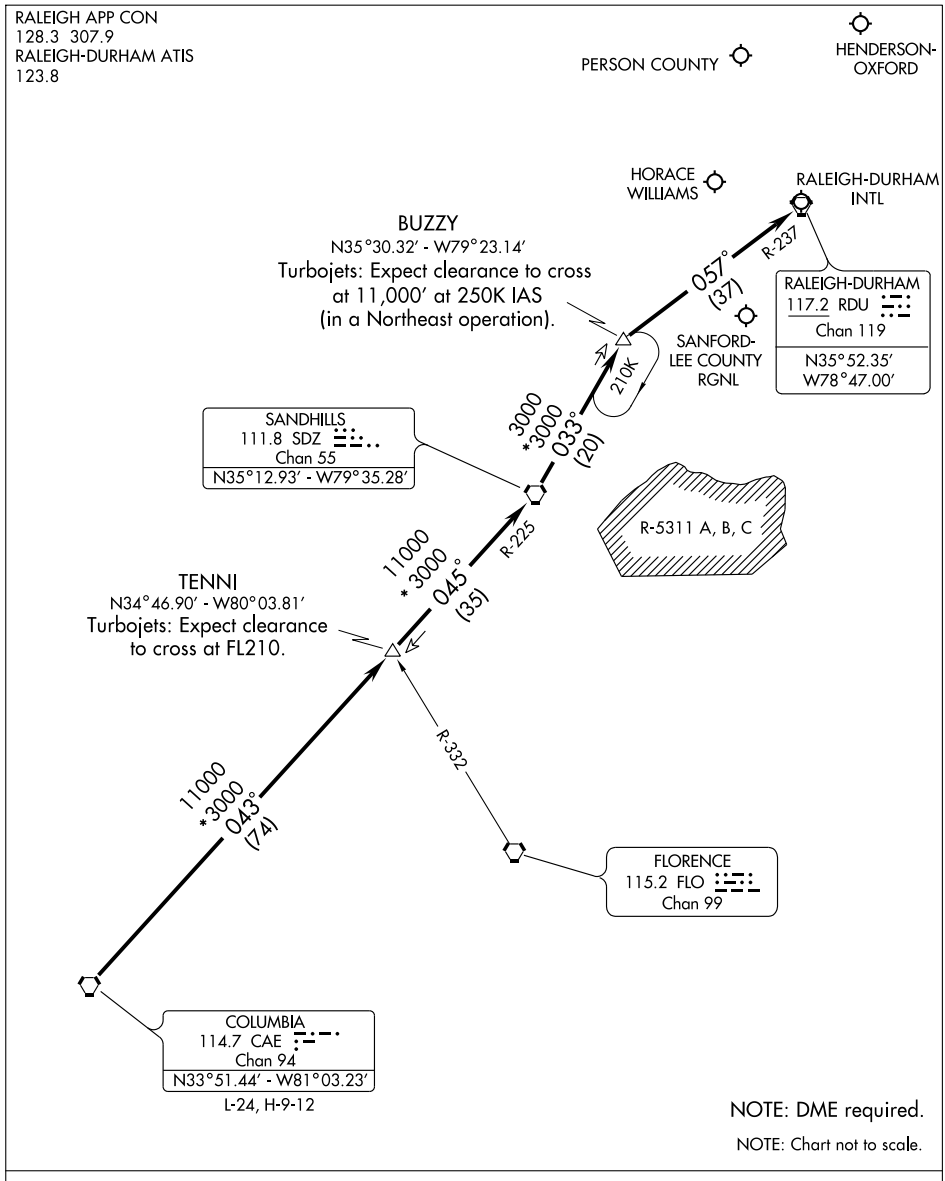
TAR RIVER TRANSITION (TYI.BRADE5): From over TYI VORTAC via TYI R-238 to BRADE INT. Thence . . . .

WILMINGTON TRANSITION (ILM.BRADE5): From over ILM VORTAC via ILM R-012 and RDU R-120 to BRADE INT. Thence . . . .

. . . . From over BRADE INT via RDU R-120 to RDU VORTAC. Expect radar vectors to final approach course after WENDI INT.

BUZZY SIX ARRIVAL (BUZZY.BUZZY6)

RALEIGH/DURHAM, NORTH CAROLINA

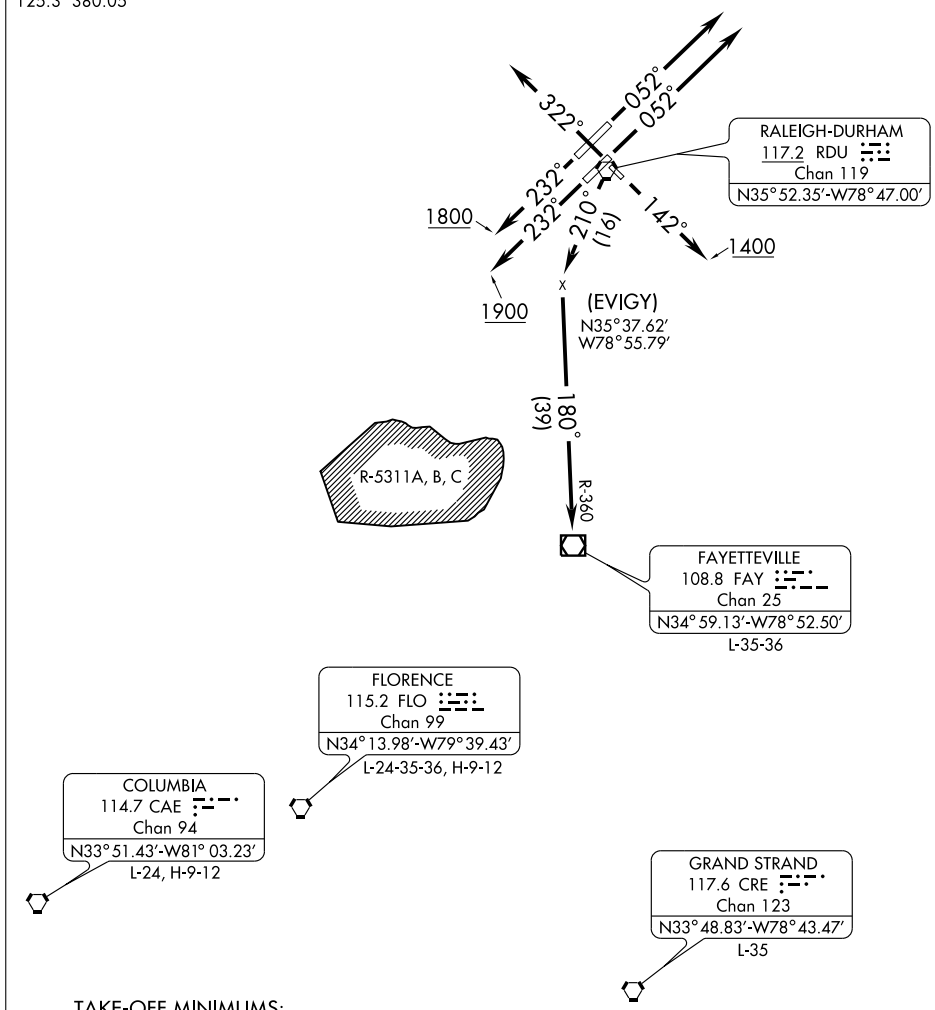


From over Columbia (CAE) via CAE R-043 and Sandhills (SDZ) R-225 to SDZ. Thence via SDZ R-033 to BUZZY INT. Thence via Raleigh-Durham (RDU) R-237 to RDU. Expect radar vectors to final approach course after BUZZY INT.

SE-2, 22 OCT 2009 to 19 NOV 2009

FAYETTEVILLE THREE DEPARTURE

ATIS 123.8
CLNC DEL
120.1
RALEIGH DEP CON
125.3 380.05



TAKE-OFF MINIMUMS:
Rwys 5L, 5R, 14, 23L, 23R, Standard
Rwy 32: 300-1.

NOTE: RADAR Required.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

SE-2, 22 OCT 2009 to 19 NOV 2009

FAYETTEVILLE THREE DEPARTURE

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 5L: Climb heading 052°, thence....
TAKE-OFF RWY 5R: Climb heading 052°, thence....
TAKE-OFF RWY 14: Climb heading 142° to 1400, thence...
TAKE-OFF RWY 23L: Climb heading 232° to 1900, thence...
TAKE-OFF RWY 23R: Climb heading 232° to 1800, thence...
TAKE-OFF RWY 32: Climb heading 322°, thence....

....or as assigned for vectors to join RDU R-210 thence via RDU R-210 and FAY R-360 to FAY VOR/DME then via assigned route. Expect clearance to filed altitude/flight level ten minutes after departure.

TAKE-OFF OBSTACLES

NOTE: Rwy 5L, Tree 2,011 feet from DER, 949 feet right of centerline, 80 feet AGL/469 feet MSL. Tree 3,802 feet from DER, 1,238 feet left of centerline, 77 feet AGL/506 feet MSL. Tank 4,046 feet from DER, 1,578 feet right of centerline, 138 feet AGL/547 feet MSL.

NOTE: Rwy 5R, Tree 1,437 feet from DER, 803 feet right of centerline, 80 feet AGL/469 feet MSL.

NOTE: Rwy 14, Multiple trees beginning 2,021 feet from DER, 510 feet left of centerline, up to 122 feet AGL/571 feet MSL. Multiple trees beginning 2,468 feet from DER, 1 foot right of centerline, up to 110 feet AGL/559 feet MSL.

NOTE: Rwy 23L, Tree 1,496 feet from DER, 797 feet left of centerline, 58 feet AGL/447 feet MSL. Lt pole 1,458 feet from DER 878 feet right of centerline, 93 feet AGL/452 feet MSL.

NOTE: Rwy 32, Multiple poles 1,170 feet from DER, 634 feet left of centerline, up to 47 feet AGL/486 feet MSL. Antenna 1,243 feet from DER, 754 feet right of centerline, 34 feet AGL/473 feet MSL. Control tower and antenna 2,207 feet from DER, 911 feet right of centerline, 221 feet AGL/660 feet MSL.

SE-2, 22 OCT 2009 to 19 NOV 2009

LOC/DME I-GKK	APP CRS	Rwy Idg	10000
109.1	052°	TDZE	385
Chan 28		Apt Elev	435

ILS or LOC RWY 5L
RALEIGH-DURHAM INTL (RDU)

DME or Radar required..

MALSR

MISSED APPROACH: Climb to 1000 then climbing left turn to 2100 via heading 310° and RDU R-351 to DUHAM INT/RDU 11 DME and hold.

ATIS	RALEIGH APP CON	RALEIGH TOWER (EAST)	RALEIGH TOWER (WEST)	GND CON (EAST)	GND CON (WEST)	CLNC DEL
123.8	128.3 307.9	127.45 257.8 Rwys 5R-23L and 14-32	119.3 257.8 Rwy 5L-23R	121.9 348.6 Rwys 5R-23L and 14-32	121.7 348.6 Rwy 5L-23R	120.1

RADAR REQUIRED

110.4 SBV Chan 41 R-172 172° 352° R-072 DUHAM 113.0 LIB Chan 77 117.2 RDU Chan 119 R-351

ALTERNATE MISSED APCH FIX

110.4 SBV Chan 41 R-172 171° 351° DUHAM RDU 11 R-072 113.0 LIB Chan 77 R-351

LOCALIZER 109.1 I-GKK Chan 28

10 NM

814 680 664 631 2049 510 567 WEPAS I-GKK 7.1 RADAR 794 996 579 2100 052° (7.2) 2049

RALEIGH-DURHAM 117.2 RDU Chan 119

MSA RDU 25 NM 3400

(IF/IAF) SCHOO I-GKK 14.2 RADAR 232°

SCHOO I-GKK 14.2 RADAR WEPAS I-GKK 7.1 RADAR 3000 052° 2100 2100 I-GKK 3.3 I-GKK 1.9 GS 3.00° TCH 57 VGSI and ILS glidepath not coincident.

7.2 NM 3.8 NM 1.4 NM

1000	2100 hdg 310°	RDU R-351 117.2	DUHAM

ELEV 435

MIRL Rwy 14-32
HIRL Rwys 5R-23L and 5L-23R
TDZ/CL Rwys 23R, 23L and 5L

482± 052° 5.2 NM from FAF 10,000 X 150 660 23L 0.6% UP TDZE 505 385 513± 3570 X 100 0.4% UP 7500 X 150 455±

CATEGORY	A	B	C	D
S-ILS 5L	596/18 211 (200-½)			
S-LOC 5L	880/24 495 (500-½)		880/40 495 (500-¾)	880/50 495 (500-1)
CIRCLING	960-1 525 (600-1)		960-1½ 525 (600-1½)	1060-2 625 (700-2)

FAF to MAP 5.2 NM

Knots	60	90	120	150	180
Min:Sec	5:12	3:28	2:36	2:05	1:44

SE-2, 22 OCT 2009 to 19 NOV 2009

LOC I-RDU	APP CRS	Rwy Idg	7500
109.5	052°	TDZE	420
		Apt Elev	435

ILS or LOC RWY 5R
RALEIGH-DURHAM INTL (RDU)

T A DME or Radar required.
* RVR 1800 authorized with the use of FD or AP or HUD to DA.

MALSR

MISSED APPROACH: Climb to 1000 then climbing right turn to 2600 via heading 130° and RDU VORTAC R-087 to ZEBUL INT/RDU 19.6 DME and hold.

ATIS	RALEIGH APP CON	RALEIGH TOWER (EAST)	RALEIGH TOWER (WEST)	GND CON (EAST)	GND CON (WEST)	CLNC DEL
123.8	128.3 307.9	127.45 257.8 Rwys 5R-23L and 14-32	119.3 257.8 Rwy 5L-23R	121.9 348.6 Rwys 5R-23L and 14-32	121.7 348.6 Rwy 5L-23R	120.1

ALTERNATE MISSED APCH FIX
110.4 SBV Chan 41
087° 269° R-269 R-087 R-151
117.8 TYI Chan 125
117.2 RDU Chan 119
ZEBUL TYI 33.6

RADAR REQUIRED

LOCALIZER 109.5
I-RDU

814 680 664 631 510 R-087 2049 794 996 579 2049

10 NM

RALEIGH-DURHAM
117.2 RDU
Chan 119

2400 052° (6.1) PURME RDU 6.8 RADAR

(IF/IAF) PECIT RDU 12.9 RADAR

RDU R-230 232°

MSA RDU 25 NM
3400

MISSED APCH FIX
ZEBUL
RDU 19.6
110.4 SBV Chan 41
087° 267° R-269 R-087 R-151
117.8 TYI Chan 125
117.2 RDU Chan 119

ELEV 435
MIRL Rwy 14-32
HIRL Rwys 5R-23L and 5L-23R
TDZ/CL Rwys 23R, 23L and 5L
482±
10,000 X 150
0.6% UP
660
505
3570 X 100
7500 X 150
0.4% UP
513±
455±
TDZE 420
052° 6 NM from FAF

PECIT RDU 12.9 RADAR
PURME RDU 6.8 RADAR
4000
052°
2400
2400
GS 3.00°
TCH 55
6.1 NM
6 NM

1000	2600	RDU	ZEBUL
	hdg 130°	R-087 117.2	

CATEGORY	A	B	C	D
S-ILS 5R	* 620/24 200 (200-½)			
S-LOC 5R	900/24 480 (500-½)		900/40 480 (500-¾)	900/50 480 (500-1)
CIRCLING	960-1 525 (600-1)		960-1½ 525 (600-1½)	1060-2 625 (700-2)

FAF to MAP 6 NM

Knots	60	90	120	150	180
Min:Sec	6:00	4:00	3:00	2:24	2:00

SE-2, 22 OCT 2009 to 19 NOV 2009

LOC I-LEI	APP CRS	Rwy Idg	7500
108.5	232°	TDZE	435
		Apt Elev	435

ILS or LOC RWY 23L

RALEIGH-DURHAM INTL (RDU)

DME or Radar required.

MALSR

MISSED APPROACH: Climb to 1000 then climbing left turn to 2600 via heading 050° and RDU VORTAC R-087 to ZEBUL INT and hold.

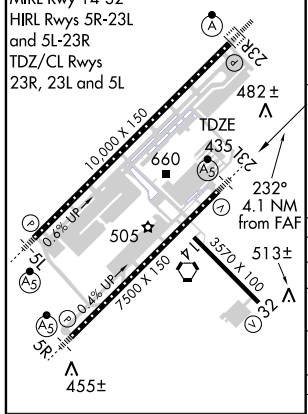
ATIS	RALEIGH APP CON	RALEIGH TOWER (EAST)	RALEIGH TOWER (WEST)	GND CON (EAST)	GND CON (WEST)	CLNC DEL
123.8	128.3 307.9	127.45 257.8 Rwys 5R-23L and 14-32	119.3 257.8 Rwy 5L-23R	121.9 348.6 Rwys 5R-23L and 14-32	121.7 348.6 Rwy 5L-23R	120.1

RADAR REQUIRED

MSA RDU 25 NM
3400
110.4 SBV Chan 41
R-172
DUHAM
113.0 LIB Chan 77
R-072
R-351
(IF)
DOCAT
RDU 12.5
RADAR
052°
232°
1800
(B)
10 NM
814
LEEVY LOM
APUCU
RDU 4.5
RADAR
1549
680
LEPEC
RDU 2.7
664
631
561±
RDU
R-087
RALEIGH-DURHAM
117.2 RDU
Chan 119
510
BEGVE
RDU 0.9
LOCALIZER 108.5
I-LEI
794
996
MISSED APCH FIX
110.4 SBV Chan 41
087°
ZEBUL
267°
R-269
R-087
R-151
117.2 RDU Chan 119
117.8 TYI Chan 125

SE-2, 22 OCT 2009 to 19 NOV 2009

ELEV 435
MIRL Rwy 14-32
HIRL Rwys 5R-23L and 5L-23R
TDZ/CL Rwys 23R, 23L and 5L



1000	2600 hdg 050°	RDU R-087 117.2	ZEBUL

Localizer unusable from 0.5 NM from threshold.

APUCU RDU 4.5 RADAR

DOCAT RDU 12.5 RADAR

*2000 when authorized by ATC.

LEPEC RDU 2.7

BEGVE RDU 0.9

1800

232°

4000*

1200

1800

GS 3.00°

TCH 56

0.5 — 1.8 NM — 1.8 NM — 8 NM

CATEGORY	A	B	C	D
S-ILS 23L	647/18 212 (300-½)			
S-LOC 23L	1200/24 765 (800-½)	1200/40 765 (800-¾)	1200-1¾ 765 (800-1¾)	1200-2 765 (800-2)
CIRCLING	1200-1 765 (800-1)	1200-1¼ 765 (800-1¼)	1200-2¼ 765 (800-2¼)	1200-2½ 765 (800-2½)
LEPEC FIX MINIMUMS				
S-LOC 23L	820/24 385 (400-½)			820/40 385 (400-¾)
CIRCLING	960-1 525 (600-1)		960-1½ 525 (600-1½)	1060-2 625 (700-2)

FAF to MAP 3.6 NM

Knots	60	90	120	150	180
Min:Sec	3:36	2:24	1:48	1:26	1:12

LOC/DME I-DMP	APP CRS	Rwy Idg	10000
111.7	234°	TDZE	409
Chan 54		Apt Elev	435

ILS or LOC RWY 23R

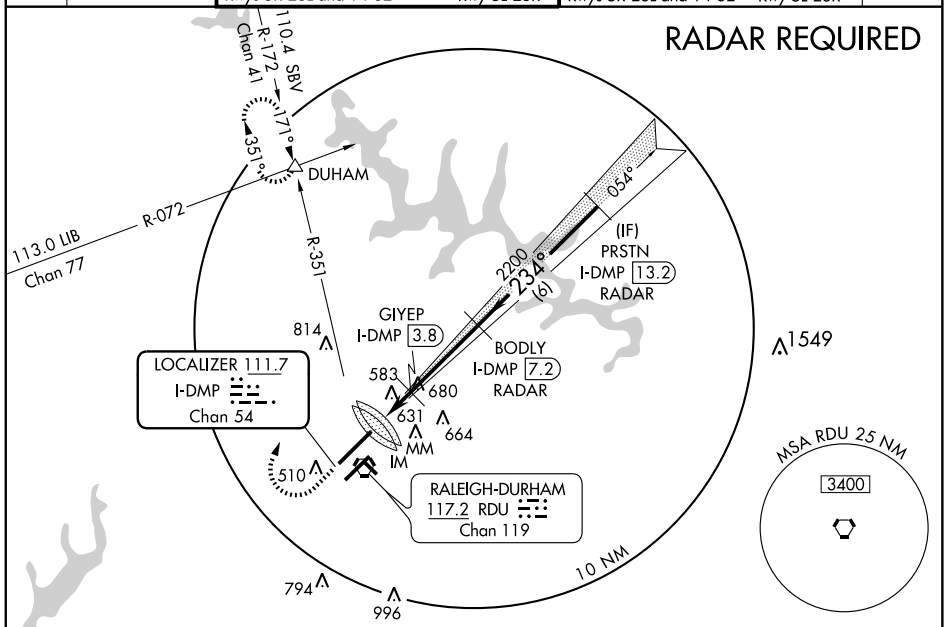
RALEIGH-DURHAM INTL (RDU)

DME or Radar required.

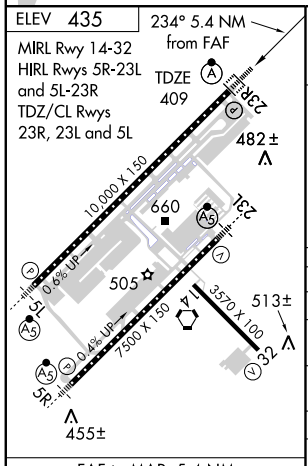
ALSF-2

MISSED APPROACH: Climb to 1000 then climbing right turn to 2100 via heading 030° and RDU VORTAC R-351 to DUHAM INT and hold.

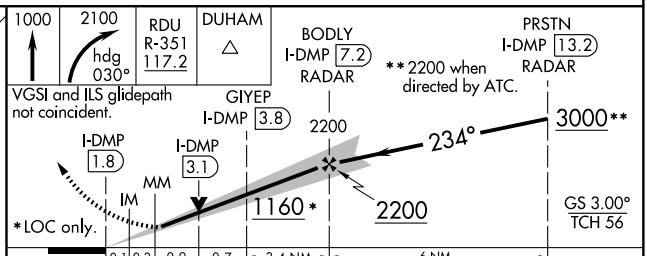
ATIS	RALEIGH APP CON	RALEIGH TOWER (EAST)	RALEIGH TOWER (WEST)	GND CON (EAST)	GND CON (WEST)	CLNC DEL
123.8	128.3 307.9	127.45 257.8 Rwys 5R-23L and 14-32	119.3 257.8 Rwy 5L-23R	121.9 348.6 Rwys 5R-23L and 14-32	121.7 348.6 Rwy 5L-23R	120.1



SE-2, 22 OCT 2009 to 19 NOV 2009



FAF to MAP 5.4 NM					
Knots	60	90	120	150	180
Min:Sec	5:24	3:36	2:42	2:10	1:48



CATEGORY	A	B	C	D
S-ILS 23R	609/18 200 (200-½)			
S-LOC 23R	1160/24 751 (800-½)	1160/40 751 (800-¾)	1160-1¾ 751 (800-1¾)	1160-2 751 (800-2)
CIRCLING	1160-1 725 (800-1)	1160-1¼ 725 (800-1¼)	1160-2¼ 725 (800-2¼)	1160-2½ 725 (800-2½)
GIYEP FIX MINIMUMS				
S-LOC 23R	900/24 491 (500-½)		900/40 491 (500-¾)	900/50 491 (500-1)
CIRCLING	960-1 525 (600-1)		960-1½ 525 (600-1½)	1060-2 625 (700-2)

LOC/DME I-DMP	APP CRS	Rwy Idg	10000
111.7	234°	TDZE	409
Chan 54		Apt Elev	435

ILS RWY 23R (CAT II)

RALEIGH-DURHAM INTL (RDU)

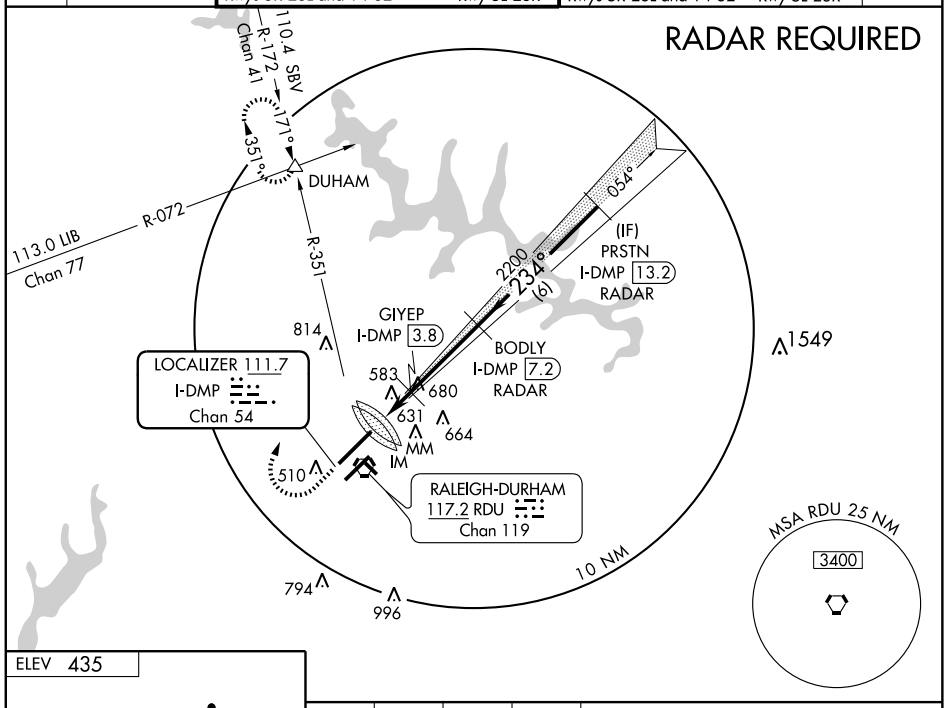
DME or Radar required.

ALSF-2

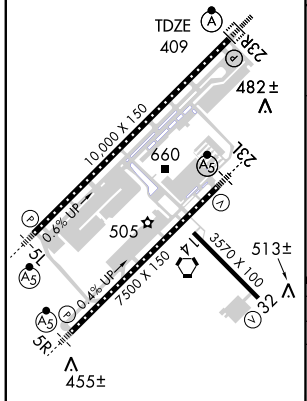
MISSED APPROACH: Climb to 1000 then climbing right turn to 2100 via heading 030° and RDU VORTAC R-351 to DUHAM INT and hold.

ATIS	RALEIGH APP CON	RALEIGH TOWER (EAST)	RALEIGH TOWER (WEST)	GND CON (EAST)	GND CON (WEST)	CLNC DEL
123.8	128.3 307.9	127.45 257.8 Rwys 5R-23L and 14-32	119.3 257.8 Rwy 5L-23R	121.9 348.6 Rwys 5R-23L and 14-32	121.7 348.6 Rwy 5L-23R	120.1

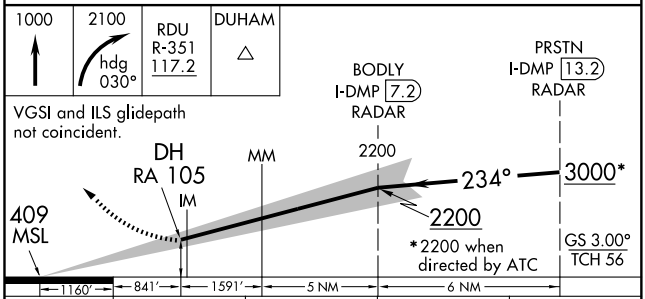
RADAR REQUIRED



ELEV 435



MIRL Rwy 14-32
HIRL Rwys 5R-23L and 5L-23R
TDZ/CL Rwys 23R, 23L and 5L



CATEGORY	A	B	C	D
S-ILS 23R	509/12 100 RA 105			

CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

SE-2, 22 OCT 2009 to 19 NOV 2009

LOC/DME I-DMP	APP CRS	Rwy Idg	10000
111.7	234°	TDZE	409
Chan 54		Apt Elev	435

ILS RWY 23R (CAT III)

RALEIGH-DURHAM INTL (RDU)

DME or Radar required.

ALSF-2

MISSED APPROACH: Climb to 1000 then climbing right turn to 2100 via heading 030° and RDU VORTAC R-351 to DUHAM INT and hold.

ATIS	RALEIGH APP CON	RALEIGH TOWER (EAST)	RALEIGH TOWER (WEST)	GND CON (EAST)	GND CON (WEST)	CLNC DEL
123.8	128.3 307.9	127.45 257.8 Rwys 5R-23L and 14-32	119.3 257.8 Rwy 5L-23R	121.9 348.6 Rwys 5R-23L and 14-32	121.7 348.6 Rwy 5L-23R	120.1

RADAR REQUIRED

110.4 SBV R-172 Chan 41

171°

351°

DUHAM

R-072

113.0 LIB Chan 77

R-351

054°

2200 234° (6)

(IF) PRSTN I-DMP 13.2 RADAR

GIYEP I-DMP 3.8

814

LOCALIZER 111.7 I-DMP Chan 54

583

680

BODLY I-DMP 7.2 RADAR

1549

631

664

MM

IM

510

RALEIGH-DURHAM 117.2 RDU Chan 119

794

996

10 NM

MSA RDU 25 NM

3400

ELEV 435

TDZE 409

23R

482±

10,000 X 150

660

23L

0.6% UP

505

5L

513±

14

3570 X 100

0.4% UP

7500 X 150

32

5R

455±

MIRL Rwy 14-32
HIRL Rwys 5R-23L and 5L-23R
TDZ/CL Rwys 23R, 23L and 5L

1000 | 2100 hdg 030° | RDU R-351 117.2 | DUHAM

VGSI and ILS glidepath not coincident.

BODLY I-DMP 7.2 RADAR

PRSTN I-DMP 13.2 RADAR

2200

234°

3000*

591

510

409 MSL

2200

*2200 when directed by ATC

GS 3.00°
TCH 56

1160' | 877' | 1555' | 5 NM | 6 NM

CATEGORY	A	B	C	D
S-ILS 23R	CAT IIIa	RVR 07		
S-ILS 23R	CAT IIIb	RVR 06		
S-ILS 23R	CAT IIIc	NA		

CATEGORY III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

SE-2. 22 OCT 2009 to 19 NOV 2009

LOM LE	APP CRS	Rwy Idg	7500
350	232°	TDZE	435
		Apt Elev	435

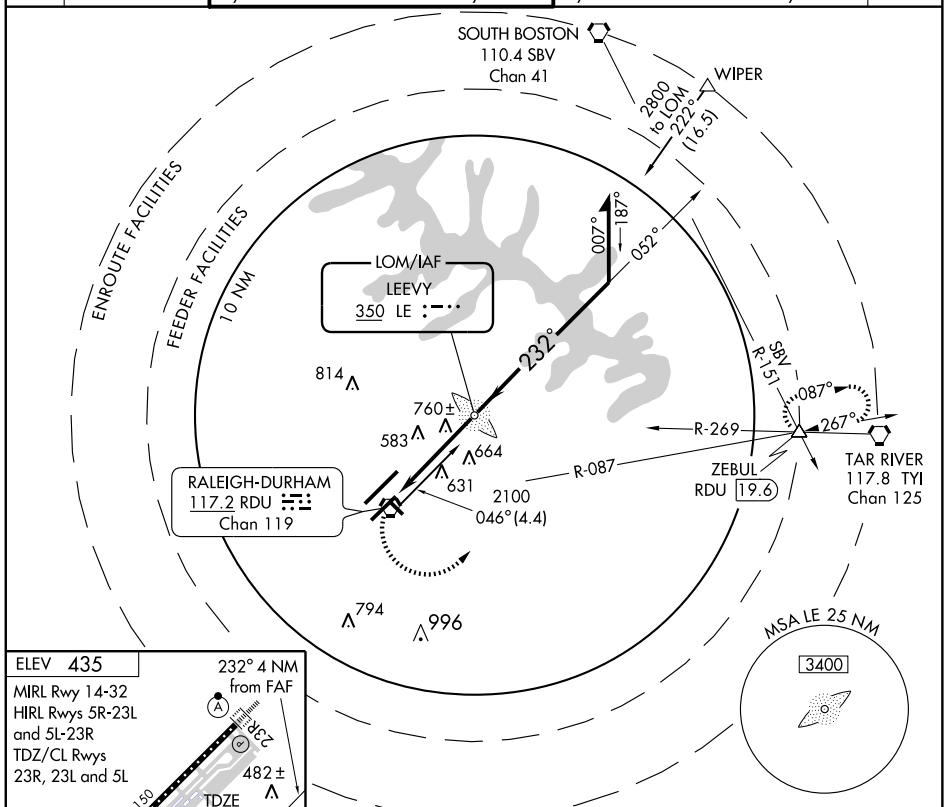
NDB RWY 23L

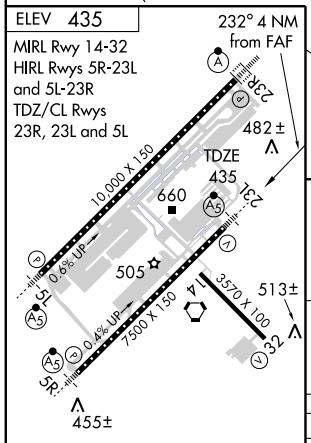
RALEIGH-DURHAM INTL (RDU)

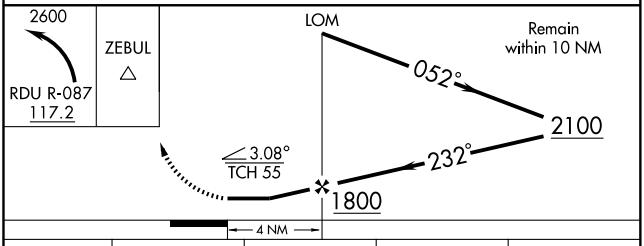
MALSR

MISSED APPROACH: Climbing left turn to 2600 via RDU R-087 to ZEBUL Int and hold.

ATIS	RALEIGH APP CON	RALEIGH TOWER (EAST)	RALEIGH TOWER (WEST)	GND CON (EAST)	GND CON (WEST)	CLNC DEL
123.8	128.3 307.9	127.45 257.8 Rwys 5R-23L and 14-32	119.3 257.8 Rwy 5L-23R	121.9 348.6 Rwys 5R-23L and 14-32	121.7 348.6 Rwy 5L-23R	120.1







FAF to MAP 4 NM					
Knots	60	90	120	150	180
Min:Sec	4:00	2:40	2:00	1:36	1:20

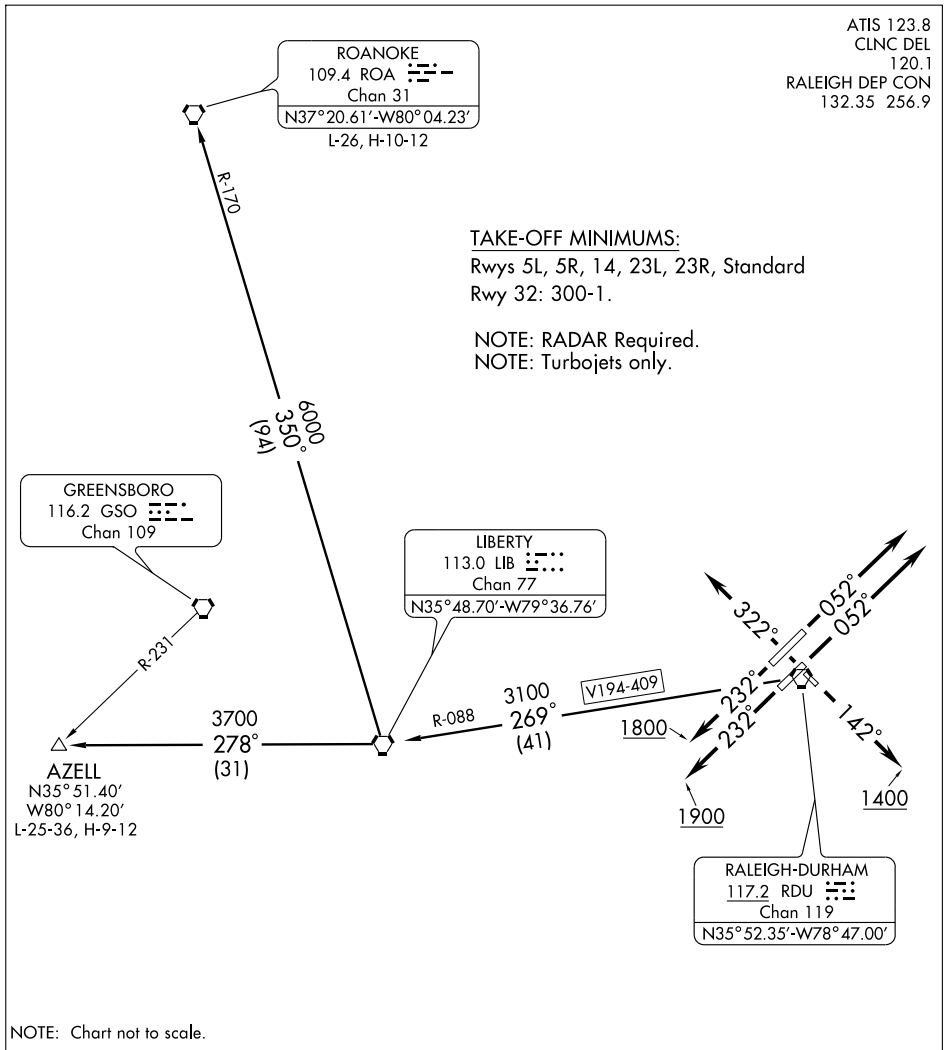
CATEGORY	A	B	C	D
S-23L	1120/40	685 (700-¾)	1120-1½ 685 (700-1½)	1120-2 685 (700-2)
CIRCLING	1120-1	685 (700-1)	1120-2 685 (700-2)	1120-2¼ 685 (700-2¼)

SE-2, 22 OCT 2009 to 19 NOV 2009

PACKK SIX DEPARTURE

SL-516 (FAA)

RALEIGH-DURHAM INTL (RDU)
RALEIGH-DURHAM, NORTH CAROLINA



NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

AZELL TRANSITION (PACK6.AZELL): From over RDU VORTAC via RDU R-269 and LIB R-088 to LIB VORTAC, then via LIB R-278 to AZELL INT.

ROANOKE TRANSITION (PACK6.ROA): From over RDU VORTAC via RDU R-269 and LIB R-088 to LIB VORTAC, then via LIB R-350 and ROA R-170 to ROA VORTAC.

(Continued on next page)

SE-2, 22 OCT 2009 to 19 NOV 2009

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 5L: Climb heading 052°, thence....
TAKE-OFF RWY 5R: Climb heading 052°, thence....
TAKE-OFF RWY 14: Climb heading 142° to 1400, thence...
TAKE-OFF RWY 23L: Climb heading 232° to 1900, thence...
TAKE-OFF RWY 23R: Climb heading 232° to 1800, thence...
TAKE-OFF RWY 32: Climb heading 322°, thence....

.... or as assigned for vectors to join filed route/fix. Expect clearance to filed altitude/flight level ten minutes after departure.

TAKE-OFF OBSTACLES

NOTE: Rwy 5L, Tree 2,011 feet from DER, 949 feet right of centerline, 80 feet AGL/469 feet MSL. Tree 3,802 feet from DER, 1,238 feet left of centerline, 77 feet AGL/506 feet MSL. Tank 4,046 feet from DER, 1,578 feet right of centerline, 138 feet AGL/547 feet MSL.

NOTE: Rwy 5R, Tree 1,437 feet from DER, 803 feet right of centerline, 80 feet AGL/469 feet MSL.

NOTE: Rwy 14, Multiple trees beginning 2,021 feet from DER, 510 feet left of centerline, up to 122 feet AGL/571 feet MSL. Multiple trees beginning 2,468 feet from DER, 1 foot right of centerline, up to 110 feet AGL/559 feet MSL.

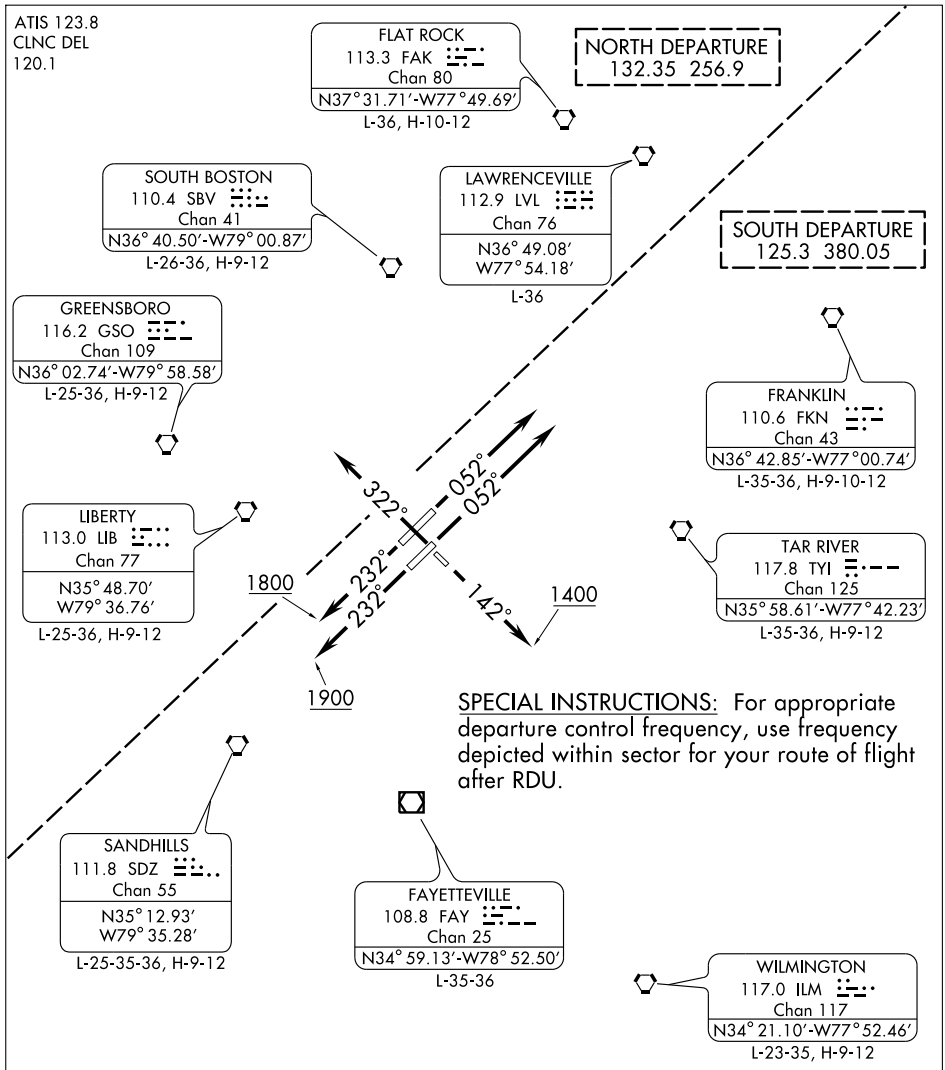
NOTE: Rwy 23L, Tree 1,496 feet from DER, 797 feet left of centerline, 58 feet AGL/447 feet MSL. Lt pole 1,458 feet from DER, 878 feet right of centerline, 93 feet AGL/452 feet MSL.

NOTE: Rwy 32, Multiple poles 1,170 feet from DER, 634 feet left of centerline, up to 47 feet AGL/486 feet MSL. Antenna 1,243 feet from DER, 754 feet right of centerline, 34 feet AGL/473 feet MSL. Control tower and antenna 2,207 feet from DER, 911 feet right of centerline, 221 feet AGL/660 feet MSL.

SE-2, 22 OCT 2009 to 19 NOV 2009

RALEIGH SEVEN DEPARTURE

RALEIGH-DURHAM INTL (RDU)
RALEIGH-DURHAM, NORTH CAROLINA



TAKE-OFF MINIMUMS:
Rwys 5L, 5R, 14, 23L, 23R, Standard
Rwy 32: 300-1.

NOTE: RADAR Required.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

SE-2, 22 OCT 2009 to 19 NOV 2009

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 5L: Climb heading 052°, thence....
TAKE-OFF RWY 5R: Climb heading 052°, thence....
TAKE-OFF RWY 14: Climb heading 142° to 1400, thence...
TAKE-OFF RWY 23L: Climb heading 232° to 1900, thence...
TAKE-OFF RWY 23R: Climb heading 232° to 1800, thence...
TAKE-OFF RWY 32: Climb heading 322°, thence....

.... or as assigned for vectors to join filed route/fix. Expect clearance to filed altitude/flight level ten minutes after departure.

TAKE-OFF OBSTACLES

NOTE: Rwy 5L, Tree 2,011 feet from DER, 949 feet right of centerline, 80 feet AGL/469 feet MSL. Tree 3,802 feet from DER, 1,238 feet left of centerline, 77 feet AGL/506 feet MSL. Tank 4,046 feet from DER, 1,578 feet right of centerline, 138 feet AGL/547 feet MSL.

NOTE: Rwy 5R, Tree 1,437 feet from DER, 803 feet right of centerline, 80 feet AGL/469 feet MSL.

NOTE: Rwy 14, Multiple trees beginning 2,021 feet from DER, 510 feet left of centerline, up to 122 feet AGL/571 feet MSL. Multiple trees beginning 2,468 feet from DER, 1 foot right of centerline, up to 110 feet AGL/559 feet MSL.

NOTE: Rwy 23L, Tree 1,496 feet from DER, 797 feet left of centerline, 58 feet AGL/447 feet MSL. Lt pole 1,458 feet from DER 878 feet right of centerline, 93 feet AGL/452 feet MSL.

NOTE: Rwy 32, Multiple poles 1,170 feet from DER, 634 feet left of centerline, up to 47 feet AGL/486 feet MSL. Antenna 1,243 feet from DER, 754 feet right of centerline, 34 feet AGL/473 feet MSL. Control tower and antenna 2,207 feet from DER, 911 feet right of centerline, 221 feet AGL/660 feet MSL.

SE-2, 22 OCT 2009 to 19 NOV 2009

APP CRS	Rwy Idg	3570
322°	TDZE	429
	Apt Elev	435

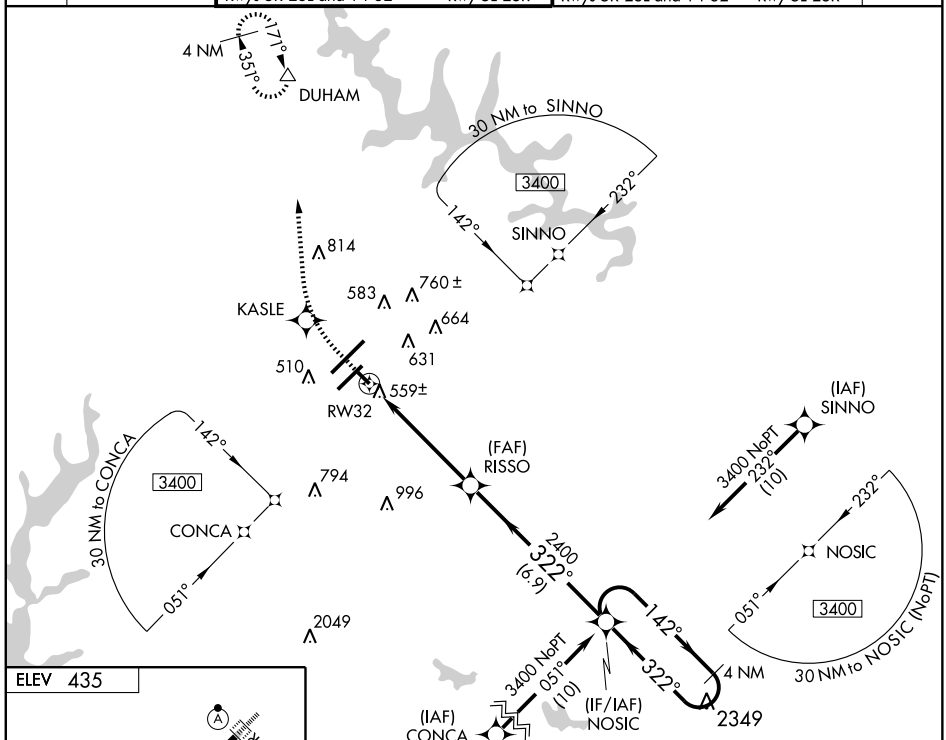
RNAV (GPS) RWY 32

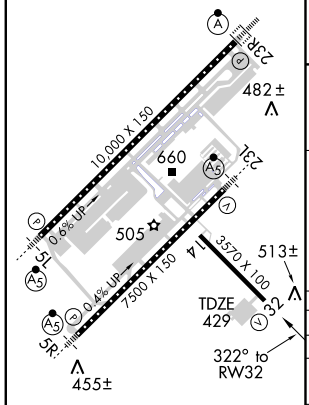
RALEIGH-DURHAM INTL (RDU)

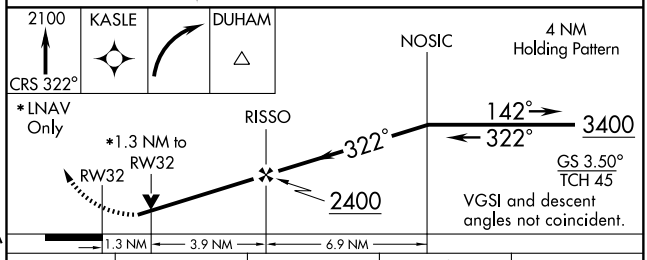
GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA.
NA Baro-VNAV NA below -15°C (5°F).

MISSED APPROACH: Climb to 2100 via 322° course to KASLE WP, then right turn direct to DUHAM WP and hold.

ATIS	RALEIGH APP CON	RALEIGH TOWER (EAST)	RALEIGH TOWER (WEST)	GND CON (EAST)	GND CON (WEST)	CLNC DEL
123.8	128.3 307.9	127.45 257.8 Rwys 5R-23L and 14-32	119.3 257.8 Rwy 5L-23R	121.9 348.6 Rwys 5R-23L and 14-32	121.7 348.6 Rwy 5L-23R	120.1







CATEGORY	A	B	C	D
GLS DA	NA			
LNAV/VNAV DA	820-1¼ 391 (400-1¼)			NA
LNAV MDA	1000-1 571 (600-1)		1000-1½ 571 (600-1½)	NA
CIRCLING	1000-1¼ 565 (600-1¼)		1000-1¾ 565 (600-1¾)	NA

MIRL Rwy 14-32
HIRL Rwys 5R-23L and 5L-23R
TDZ/CL Rwys 23R, 23L and 5L

SE-2, 22 OCT 2009 to 19 NOV 2009

WAAS	APP CRS	Rwy Idg	10000
CH 48813	052°	TDZE	385
W05A		Apt Elev	435

RNAV (GPS) Y RWY 5L

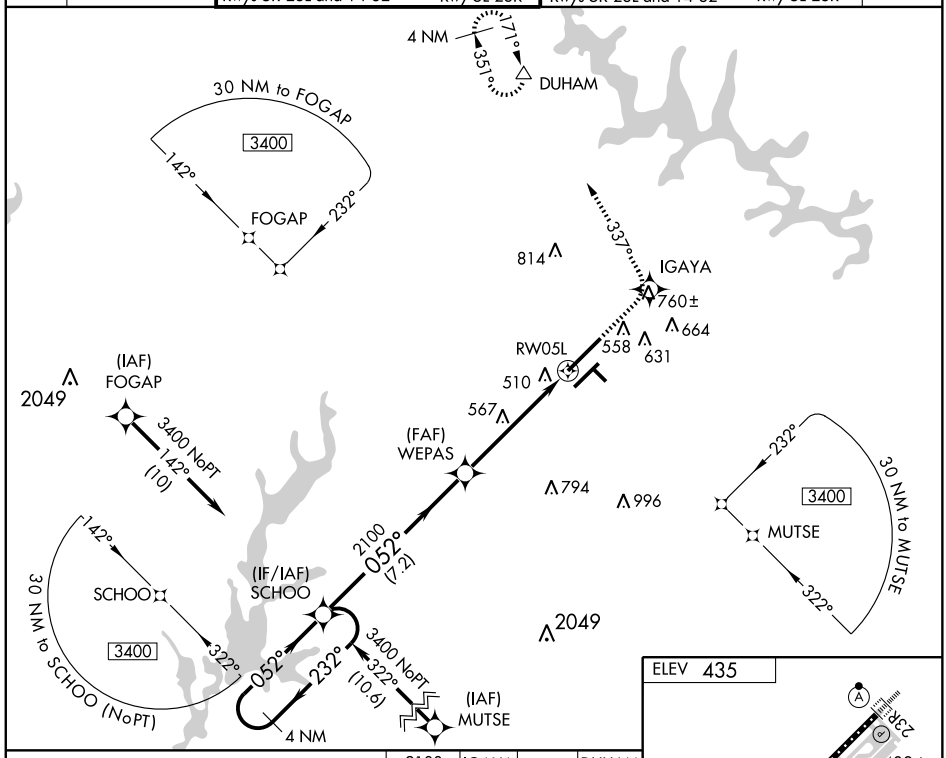
RALEIGH-DURHAM INTL (RDU)

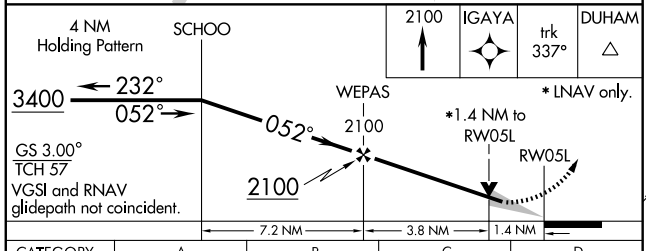
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA.

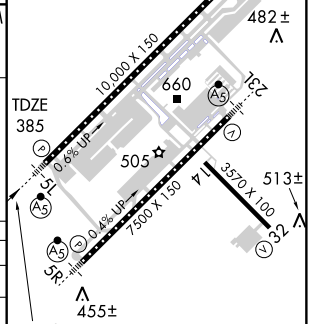
MALSR

MISSED APPROACH: Climb to 2100 direct IGAYA and via track 337° to DUHAM and hold.

ATIS	RALEIGH APP CON	RALEIGH TOWER (EAST)	RALEIGH TOWER (WEST)	GND CON (EAST)	GND CON (WEST)	CLNC DEL
123.8	128.3 307.9	127.45 257.8 Rwys 5R-23L and 14-32	119.3 257.8 Rwy 5L-23R	121.9 348.6 Rwys 5R-23L and 14-32	121.7 348.6 Rwy 5L-23R	120.1







CATEGORY	A	B	C	D
LPV DA	596/24 211 (200-½)			
LNAV/VNAV DA	793/50 408 (400-1)			
LNAV MDA	880/24 495 (500-½)		880/40 495 (500-¾)	880/50 495 (500-1)
CIRCLING	960-1 525 (600-1)		960-1½ 525 (600-1½)	1060-2 625 (700-2)

MIRL Rwy 14-32
HIRL Rwys 5R-23L and 5L-23R
TDZ/CL Rwys 23R, 23L and 5L

SE-2, 22 OCT 2009 to 19 NOV 2009

WAAS	APP CRS	Rwy Idg	7500
CH 90213	052°	TDZE	420
W05B		Apt Elev	435

RNAV (GPS) Y RWY 5R

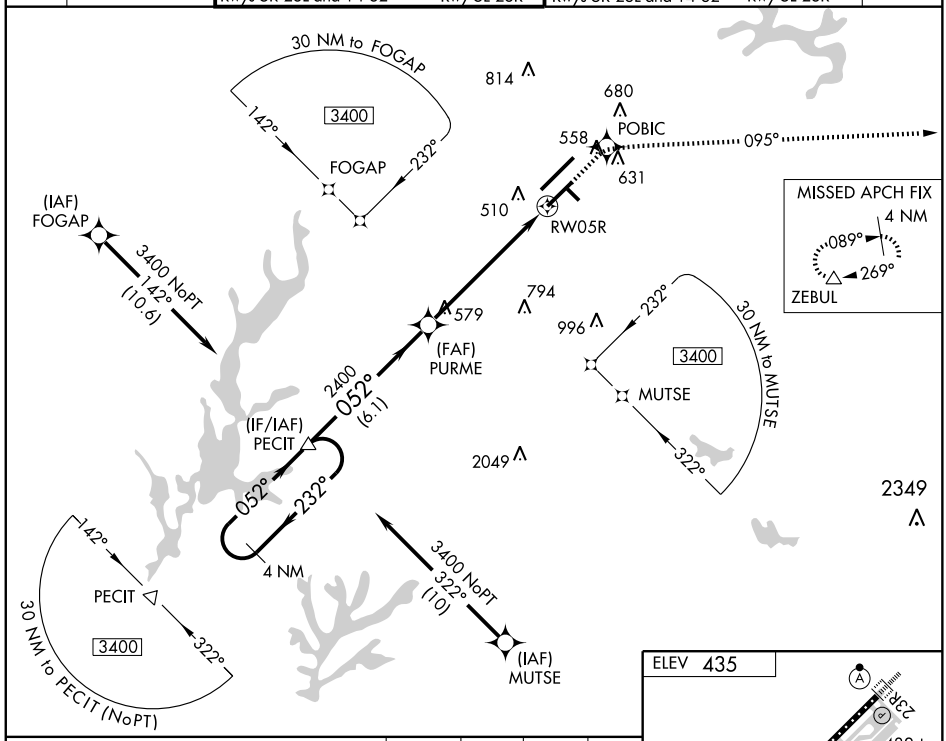
RALEIGH-DURHAM INTL (RDU)

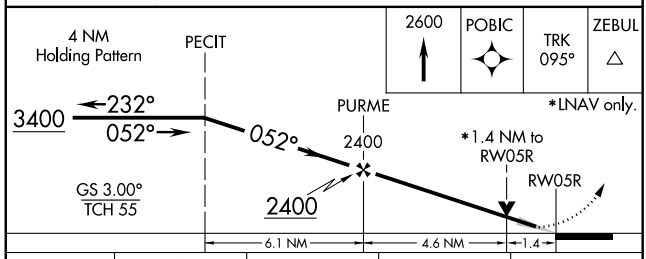
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA.

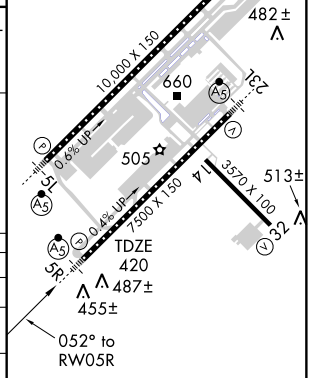
MALSR

MISSED APPROACH: Climb to 2600 direct POBIC and via track 095° to ZEBUL and hold.

ATIS	RALEIGH APP CON	RALEIGH TOWER (EAST)	RALEIGH TOWER (WEST)	GND CON (EAST)	GND CON (WEST)	CLNC DEL
123.8	128.3 307.9	127.45 257.8 Rwys 5R-23L and 14-32	119.3 257.8 Rwy 5L-23R	121.9 348.6 Rwys 5R-23L and 14-32	121.7 348.6 Rwy 5L-23R	120.1







CATEGORY	A	B	C	D
LPV DA	620/24 200 (200-½)			
LNAV/VNAV DA	782/40 362 (400-¾)			
LNAV MDA	900/24 480 (500-½)		900/40 480 (500-¾)	900/50 480 (500-1)
CIRCLING	960-1 525 (600-1)		960-1½ 525 (600-1½)	1060-2 625 (700-2)

MIRL Rwy 14-32
HIRL Rwys 5R-23L and 5L-23R
TDZ/CL Rwys 23R, 23L and 5L

SE-2, 22 OCT 2009 to 19 NOV 2009

WAAS	APP CRS		
CH 65713	232°	Rwy Idg	7500
W23B		TDZE	435
		Apt Elev	435

RNAV (GPS) Y RWY 23L

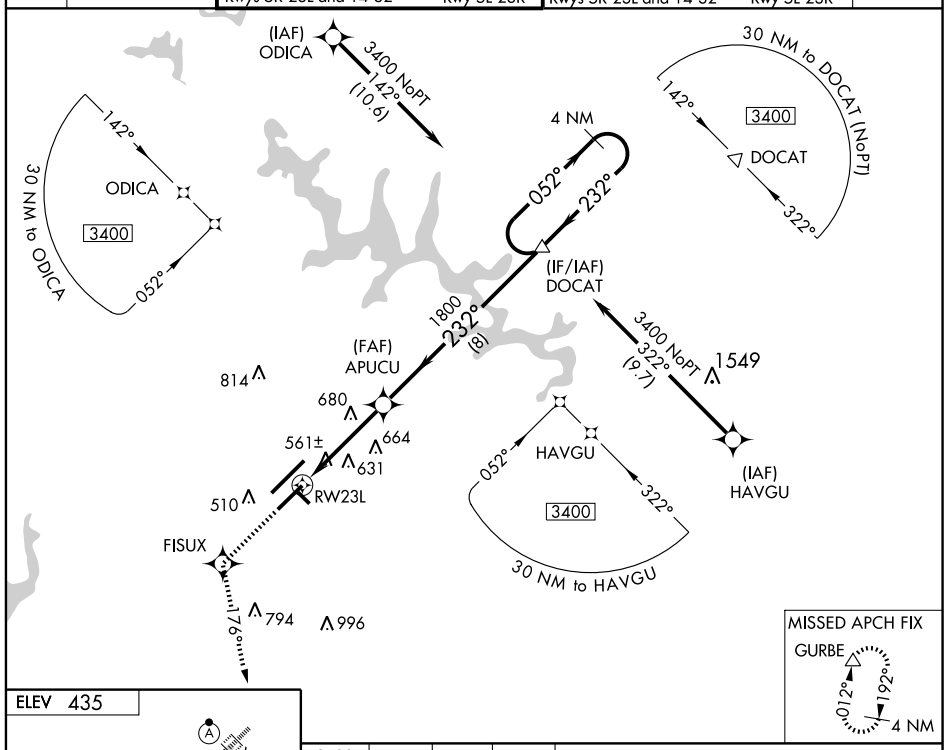
RALEIGH-DURHAM INTL (RDU)

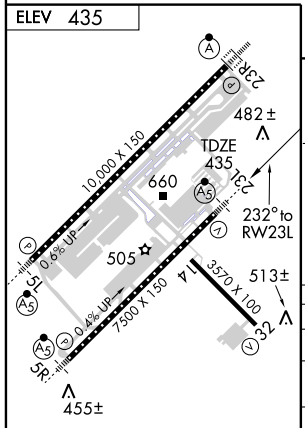
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 47°C (116°F). DME/DME RNP-0.3 NA.

MALSR

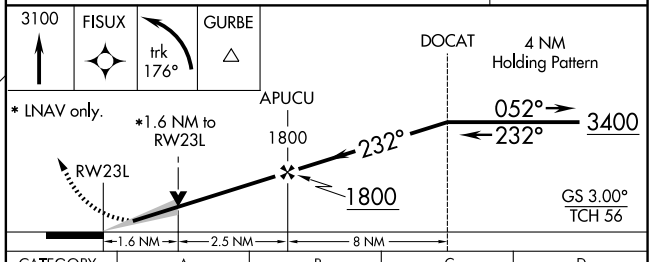
MISSED APPROACH: Climb to 3100 direct FISUX and left turn via track 176° to GURBE and hold.

ATIS	RALEIGH APP CON	RALEIGH TOWER (EAST)	RALEIGH TOWER (WEST)	GND CON (EAST)	GND CON (WEST)	CLNC DEL
123.8	128.3 307.9	127.45 257.8 Rwys 5R-23L and 14-32	119.3 257.8 Rwy 5L-23R	121.9 348.6 Rwys 5R-23L and 14-32	121.7 348.6 Rwy 5L-23R	120.1





MIRL Rwy 14-32
HIRL Rwys 5R-23L and 5L-23R
TDZ/CL Rwys 23R,23L and 5L



CATEGORY	A	B	C	D
LPV DA	635/24 200 (200-½)			
LNAV/VNAV DA	841/50 406 (500-1)			
LNAV MDA	1000/24 565 (600-½)		1000/50 565 (600-1)	1000/60 565 (600-1¼)
CIRCLING	1000-1 565 (600-1)		1000-1½ 565 (600-1½)	1060-2 625 (700-2)

SE-2, 22 OCT 2009 to 19 NOV 2009

WAAS	APP CRS	Rwy Idg	10000
CH 45613	232°	TDZE	409
W23A		Apt Elev	435

RNAV (GPS) Y RWY 23R

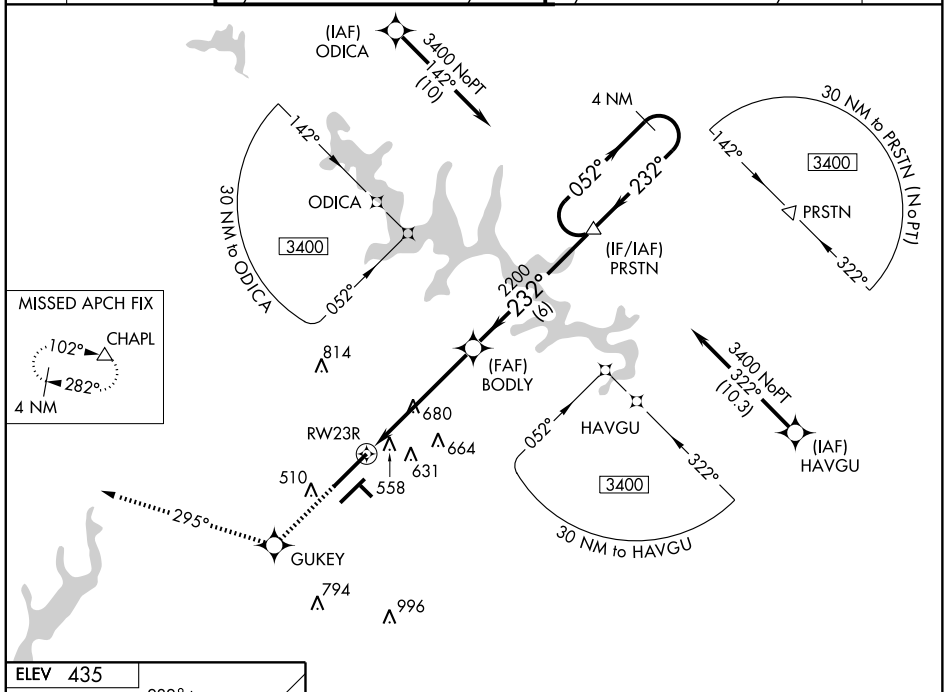
RALEIGH-DURHAM INTL (RDU)

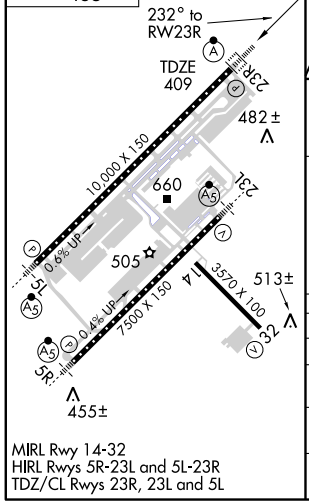
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA.

ALSF-2

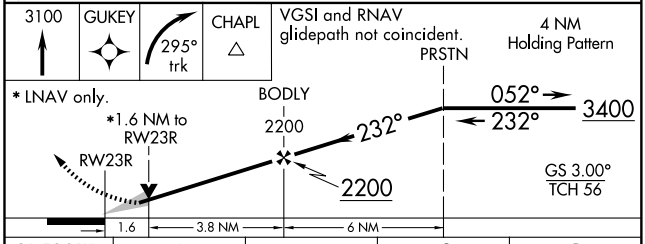
MISSED APPROACH: Climb to 3100 direct GUKEY and right turn via 295° track to CHAPL and hold.

ATIS	RALEIGH APP CON	RALEIGH TOWER (EAST)	RALEIGH TOWER (WEST)	GND CON (EAST)	GND CON (WEST)	CLNC DEL
123.8	128.3 307.9	127.45 257.8 Rwys 5R-23L and 14-32	119.3 257.8 Rwy 5L-23R	121.9 348.6 Rwys 5R-23L and 14-32	121.7 348.6 Rwy 5L-23R	120.1





MIRL Rwy 14-32
HIRL Rwys 5R-23L and 5L-23R
TDZ/CL Rwys 23R, 23L and 5L



CATEGORY	A	B	C	D
LPV DA	609/24 200 (200-½)			
LNAV/VNAV DA	927/60 518 (500-1¼)			
LNAV MDA	1000/24 591 (600-½)		1000/50 591 (600-1)	1000/60 591 (600-1¼)
CIRCLING	1000-1 565 (600-1)		1000-1½ 565 (600-1½)	1060-2 625 (700-2)

SE-2, 22 OCT 2009 to 19 NOV 2009

APP CRS	Rwy Idg	10000
052°	TDZE	385
	Apt Elev	435

RNAV (RNP) Z RWY 5L

RALEIGH-DURHAM INTL (RDU)

GPS Required. For uncompensated Baro-VNAV systems, procedure NA below -10°C (14°F) or above 47°C (117°F). For inoperative MALSR, increase RNP 0.15 visibility to RVR 6000, RNP 0.30 visibility to 1½.

MALSR

MISSED APPROACH: Climb to 3000 via track 052° to MAPPI and via track 002° to ESTMA and hold.

ATIS	RALEIGH APP CON	RALEIGH TOWER (EAST)	RALEIGH TOWER (WEST)	GND CON (EAST)	GND CON (WEST)	CLNC DEL
123.8	128.3 307.9	127.45 257.8 Rwys 5R-23L and 14-32	119.3 257.8 Rwy 5L-23R	121.9 348.6 Rwys 5R-23L and 14-32	121.7 348.6 Rwy 5L-23R	120.1

Procedure NA for arrivals at BILLA via V454 northeast bound.

MSA RW05L 25 NM
3400

(IAF) (RF required) (RNP 0.50) BILLA
8000
174° (11.5)
CAPUT
7000 (2.5)
TIMMZ
6000 (4.5)
5000 232° (2.9)
NOAKK
4500 232° (1.6)
(IF) JOCHE
EMDEE Max 180 KIAS
1700 (9)
(FAF) VANZI
052° (4)
452±
510
RW05L
680
052° (8.2)
814
664
631
MAPPI
009° (9.6)
MISSED APCH FIX
4 NM
023°
203°
ESTMA
(IAF) (RF required) (RNP 0.50) ARGAL
8000
246° (20)
HIKOR
7000
226° (10.1)
STROY
6000
222° (4.8)
ULADE
6000 (4.3)
THBOO Max 210 KIAS
7000 (2.8)
LOFTI
794
996
(IF) NAREW
5000 232° (2.9)
4500 232° (1.6)
3700 (3.3)
SOSSO Max 180 KIAS
CIDEK
2049
1700 (6.5)
1700 052° (8.4)
(IF) SCHOO
3000 063° (23.9)
(IAF) BUZZY
8000 312° (9.9)
(IAF) (RF required) (RNP 0.50) WENDI

SE-2, 22 OCT 2009 to 19 NOV 2009

VGSI and RNAV glidepath not coincident.

Procedure Turn NA

VANZI 1700

1700 052°

GP 3.00° TCH 57

RW05L

4 NM

3000 trk 052°	MAPPI	trk 002°	ESTMA

CATEGORY	A	B	C	D
RNP 0.15 DA	709/40	324 (300-¾)		
RNP 0.30 DA	804/50	419 (400-1)		

SPECIAL AIRCRAFT AND AIRCREW AUTHORIZATION REQUIRED

ELEV 435

052° to RW05L

10,000 X 150

0.6% UP

TDZE 385

0.4% UP

7500 X 150

3570 X 100

482±

660

505

513±

455±

MIRL Rwy 14-32
HIRL Rwys 5R-23L and 5L-23R
TDZ/CL Rwys 23R, 23L, and 5L

APP CRS	Rwy Idg	7500
052°	TDZE	420
	Apt Elev	435

RNAV (RNP) Z RWY 5R

RALEIGH-DURHAM INTL (RDU)

GPS Required. For uncompensated Baro-VNAV systems, procedure NA below -10°C (14°F) or above 47°C (117°F). For inoperative MALSR, increase RNP 0.30 visibility to RVR 5000.

MALSR

MISSED APPROACH: Climb to 3000 via track 052° to HOKEB and via track 076° to HIKOR and hold.

ATIS	RALEIGH APP CON	RALEIGH TOWER (EAST)	RALEIGH TOWER (WEST)	GND CON (EAST)	GND CON (WEST)	CLNC DEL
123.8	128.3 307.9	127.45 257.8 Rwys 5R-23L and 14-32	119.3 257.8 Rwy 5L-23R	121.9 348.6 Rwys 5R-23L and 14-32	121.7 348.6 Rwy 5L-23R	120.1

Procedure NA for arrivals at BILLA via V454 northeast bound.

(IAF) (RF required) (RNP 0.50) BILLA — 8000 — 174° (11.5)

CAPUT — 7000 (2.5)

TIMMZ — 6000 (4.5)

NOAKK ∧814 — 5000 232° (2.9)

4500 232° (1.6)

(IF) JOCHE

EMDEE Max 180 KIAS

2500 (7)

1700 (2.8) — 052° (3.9)

EJAZO

(FAF) ∧794 STANZ

1700 052° (8.2)

(IF) PECIT

4000 064° (24)

(IAF) BUZZY

1700 (9)

2049∧ SOSSO Max 180 KIAS

(IF) NAREW ∧996 — 5000 232° (2.9)

4500 232° (1.6)

LOFTI — 6000 222° (4.8) — STROY

6000 (4.3) — ULADE — THBOO Max 210 KIAS

7000 (2.8)

8000 312° (9.9) — (IAF) (RF required) (RNP 0.50) WENDI

510∧ — 631∧ — 664∧ — 680∧ — 052° (6.8) — HOKEB — 076° (9.4)

RW05R

MSA RW05R 25 NM — 3400

(IAF) (RF required) (RNP 0.50) ARGAL — 8000 246° (20)

4 NM — 046° — 226°

7000 226° (10.1) — HIKOR

Procedure Turn NA

STANZ — 1700 — 052° — RW05R

1700

GP 3.00° TCH 55

3.9 NM

3000 trk 052°	HOKEB	trk 076°	HIKOR

CATEGORY	A	B	C	D
RNP 0.30 DA	709/24 289 (300-½)			

SPECIAL AIRCRAFT AND AIRCREW AUTHORIZATION REQUIRED

ELEV 435

482± — 23R — 10,000 X 150 — 660 — 23L — 0.6% UP — 505 — 5R — 0.4% UP — 7500 X 150 — 3570 X 100 — 513± — 32 — TDZE 420 — 455±

052° to RW05R

MIRL Rwy 14-32
HIRL Rwy 5R-23L and 5L-23R
TDZ/CL Rwys 23R, 23L, and 5L

SE-2, 22 OCT 2009 to 19 NOV 2009

APP CRS	Rwy Idg	7500
232°	TDZE	435
	Apt Elev	435

RNAV (RNP) Z RWY 23L

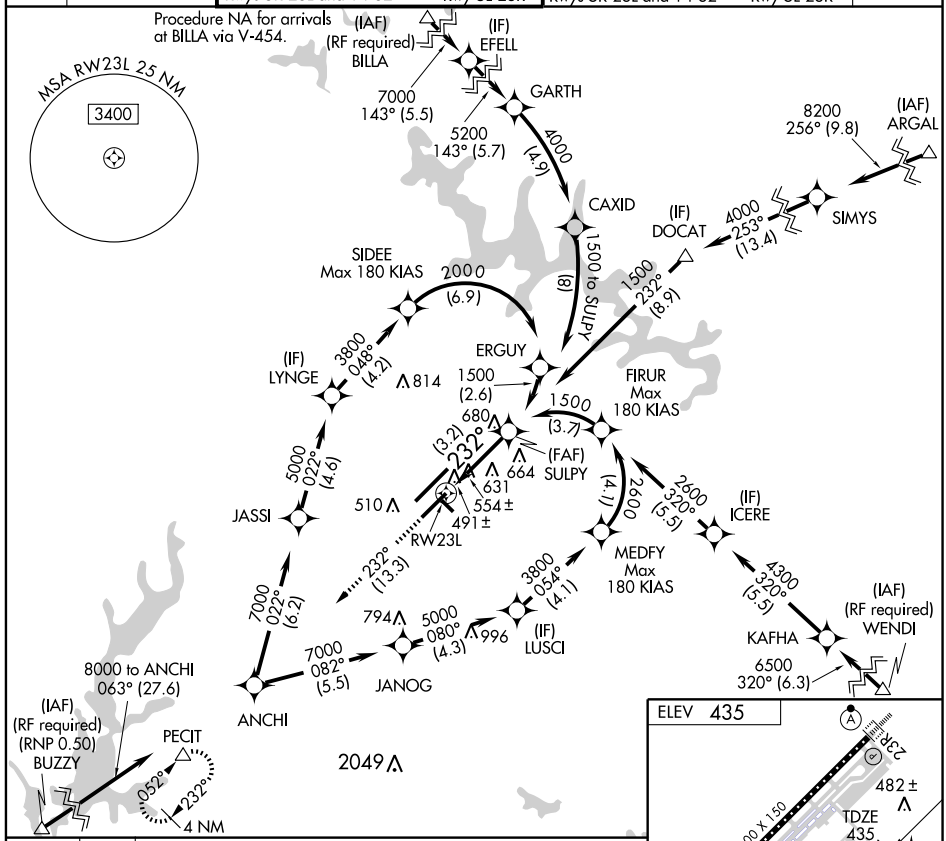
RALEIGH-DURHAM INTL (RDU)

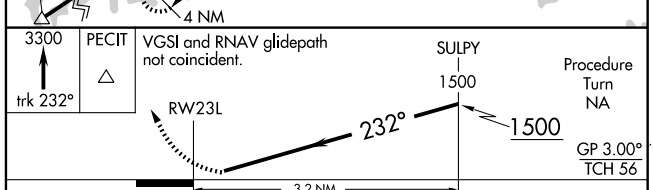
GPS Required. For uncompensated Baro-VNAV systems, procedure NA below -10°C (13°F) or above 46°C (116°F). Visibility reduction by helicopters NA. For inoperative MALSR, increase RNP 0.15 all Cats visibility to RVR 6000, and RNP 0.30 all Cats visibility to 1½ .

MALSR

MISSED APPROACH: Climb to 3300 via track 232° to PECIT and hold.

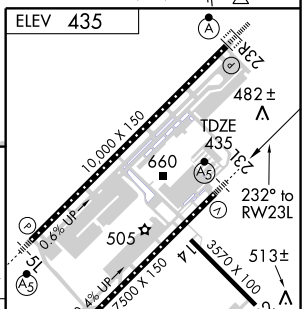
ATIS	RALEIGH APP CON	RALEIGH TOWER (EAST)	RALEIGH TOWER (WEST)	GND CON (EAST)	GND CON (WEST)	CLNC DEL
123.8	128.3 307.9	127.45 257.8 Rwys 5R-23L and 14-32	119.3 257.8 Rwy 5L-23R	121.9 348.6 Rwys 5R-23L and 14-32	121.7 348.6 Rwy 5L-23R	120.1





CATEGORY	A	B	C	D
RNP 0.15 DA	780/40 345 (400-¾)			
RNP 0.30 DA	869/50 434 (500-1)			

SPECIAL AIRCRAFT AND AIRCREW AUTHORIZATION REQUIRED



SE-2, 22 OCT 2009 to 19 NOV 2009

APP CRS	Rwy Idg	10000
232°	TDZE	409
	Apt Elev	435

RNAV (RNP) Z RWY 23R

RALEIGH-DURHAM INTL (RDU)

GPS Required. For uncompensated Baro-VNAV systems, procedure NA below -10°C (13°F) or above 47°C (116°F). For inoperative ALSF, increase RNP 0.15 all Cats visibility to RVR 6000 and RNP 0.30 all Cats visibility to 2.

ALSF-2

MISSED APPROACH: Climb to 3000 via track 232° to SCHOO and hold.

ATIS	RALEIGH APP CON	RALEIGH TOWER (EAST)	RALEIGH TOWER (WEST)	GND CON (EAST)	GND CON (WEST)	CLNC DEL
123.8	128.3 307.9	127.45 257.8 Rwys 5R-23L and 14-32	119.3 257.8 Rwy 5L-23R	121.9 348.6 Rwys 5R-23L and 14-32	121.7 348.6 Rwy 5L-23R	120.1

Procedure NA for arrivals at BILLA via V-454.

MSA RW23R 25 NM 3400

(IAF) (RF required) BILLA

(IF) EFELL

7000 143° (5.5)

5200 143° (5.7)

GARTH

1500 to CLIFE (11.9)

8200 256° (9.8) (IAF) ARGAL

4000 255° (13.6) SIMYS

(IF) PRSTN

2100 232° (6)

SIDEE Max 180 KIAS

1500 to CLIFE (8.2)

1500 232° (2.1)

BODLY

(IF) LYNGE

3800 048° (4.2)

814

680

1500 (3.9)

MONBE Max 180 KIAS

232°

583

(3.2)

(FAF) CLIFE

RW23R

664

631

5000 022° (4.6)

510

547±

2600 (4.9)

2600 321° (5.9)

(IF) ICERE

JASSI

232° (14)

MEDFY Max 180 KIAS

4300 320° (5.5)

KAFHA (IAF) (RF required) WENDI

7000 022° (6.2)

794

5000 080° (4.3)

996

3800 054° (4.1)

(IF) LUSCI

6500 320° (6.3)

8000 to ANCHI 063° (27.6)

7000 082° (5.5)

JANOG

(IAF) (RF required) (RNP 0.50) BUZZY

SCHOO

052°

232°

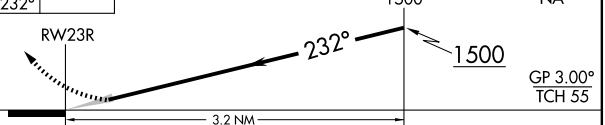
4 NM

ANCHI

2049

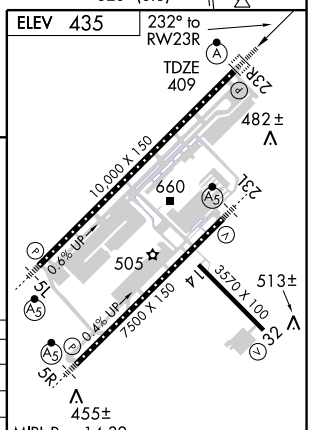
SE-2, 22 OCT 2009 to 19 NOV 2009

3000	SCHOO	VGSI and RNAV glidepath not coincident.
trk 232°		



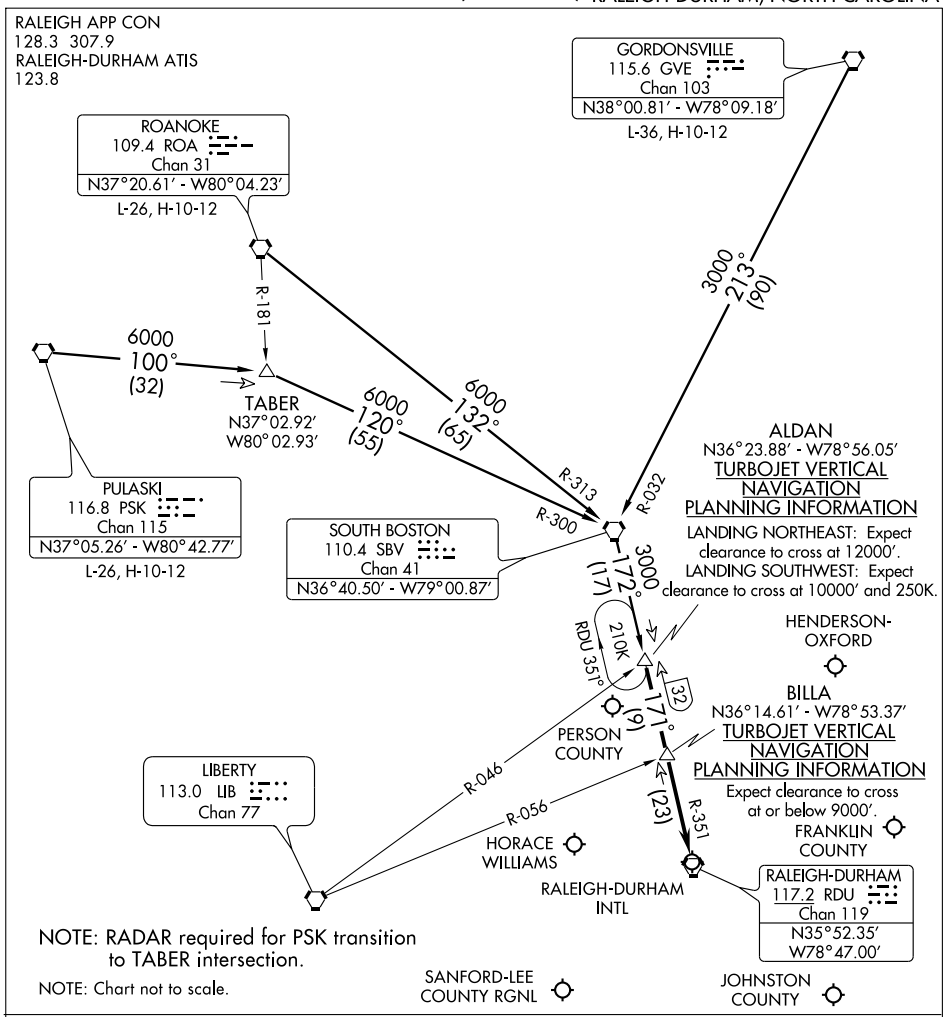
CATEGORY	A	B	C	D
RNP 0.15 DA	780/40 371 (400-¾)			
RNP 0.30 DA	958/1½ 549 (600-1½)			

SPECIAL AIRCRAFT AND AIRCREW AUTHORIZATION REQUIRED



MIRL Rwy 14-32
HIRL Rwys 5R-23L and 5L-23R
TDZ/CL Rwys 23R, 23L and 5L

SOUTH BOSTON FOUR ARRIVAL (SBV.SBV4) RALEIGH-DURHAM, NORTH CAROLINA



GORDONSVILLE TRANSITION (GVE.SBV4): From over GVE VORTAC via GVE R-213 and SBV R-032 to SBV VORTAC, then via SBV R-172 to ALDAN INT. Thence. . . .

PULASKI TRANSITION (PSK.SBV4): From over PSK VORTAC via PSK R-100 and SBV R-300 to SBV VORTAC, then via SBV R-172 to ALDAN INT. Thence. . . .

ROANOKE TRANSITION (ROA.SBV4): From over ROA VORTAC via ROA R-132 and SBV R-313 to SBV VORTAC, then via SBV R-172 to ALDAN INT. Thence . . . .

. . . . From over ALDAN INT via RDU R-351 to BILLA INT, then via RDU R-351 to RDU VORTAC. For arrival to Raleigh-Durham Intl (RDU), Franklin County (LHZ), Horace Williams (IGX), Johnston County (JNX) and Sanford-Lee County Rgnl (TTA) airports: Expect radar vectors to final approach course after BILLA INT.

For arrival to Henderson-Oxford (HNZ) and Person County (TDF) airports: Expect radar vectors to final approach course after ALDAN INT.

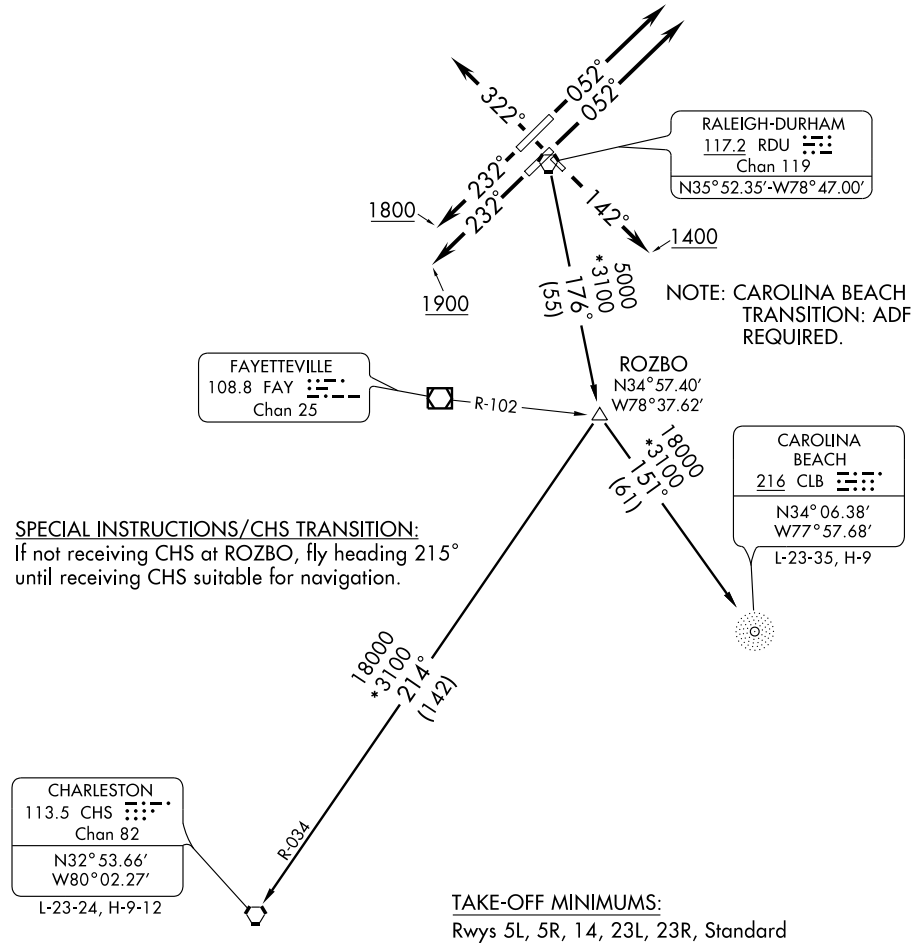
SE-2, 22 OCT 2009 to 19 NOV 2009

TAR HEEL SEVEN DEPARTURE

SL-516 (FAA)

RALEIGH-DURHAM INTL (RDU)
RALEIGH-DURHAM, NORTH CAROLINA

ATIS 123.8
CLNC DEL
120.1
RALEIGH DEP CON
125.3 380.05



TAKE-OFF MINIMUMS:
Rwys 5L, 5R, 14, 23L, 23R, Standard
ATC climb of 350 feet per NM to 18,000 MSL.
Rwy 32: 300-1. ATC climb of 350 feet per NM to 18,000 MSL.

NOTE: RADAR Required.

NOTE: Chart not to scale.

(Continued on next page)

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 5L: Climb heading 052°, thence....
TAKE-OFF RWY 5R: Climb heading 052°, thence....
TAKE-OFF RWY 14: Climb heading 142° to 1400, thence...
TAKE-OFF RWY 23L: Climb heading 232° to 1900, thence...
TAKE-OFF RWY 23R: Climb heading 232° to 1800, thence...
TAKE-OFF RWY 32: Climb heading 322°, thence....

.... or as assigned for vectors to join filed route/fix. Expect clearance to filed altitude/flight level ten minutes after departure.

CAROLINA BEACH TRANSITION (TARL7.CLB): From over RDU VORTAC via RDU R-176 and CLB 151° bearing to CLB NDB.
CHARLESTON TRANSITION (TARL7.CHS): From over RDU VORTAC via RDU R-176 and CHS R-034 to CHS VORTAC.

TAKE-OFF OBSTACLES

NOTE: Rwy 5L, Tree 2,011 feet from DER, 949 feet right of centerline, 80 feet AGL/469 feet MSL. Tree 3,802 feet from DER, 1,238 feet left of centerline, 77 feet AGL/506 feet MSL. Tank 4,046 feet from DER, 1,578 feet right of centerline, 138 feet AGL/547 feet MSL.
NOTE: Rwy 5R, Tree 1,437 feet from DER, 803 feet right of centerline, 80 feet AGL/469 feet MSL.
NOTE: Rwy 14, Multiple trees beginning 2,021 feet from DER, 510 feet left of centerline, up to 122 feet AGL/571 feet MSL. Multiple trees beginning 2,468 feet from DER, 1 foot right of centerline, up to 110 feet AGL/559 feet MSL.
NOTE: Rwy 23L, Tree 1,496 feet from DER, 797 feet left of centerline, 58 feet AGL/447 feet MSL. Lt pole 1,458 feet from DER, 878 feet right of centerline, 93 feet AGL/452 feet MSL.
NOTE: Rwy 32, Multiple poles 1,170 feet from DER, 634 feet left of centerline, up to 47 feet AGL/486 feet MSL. Antenna 1,243 feet from DER, 754 feet right of centerline, 34 feet AGL/473 feet MSL. Control tower and antenna 2,207 feet from DER, 911 feet right of centerline, 221 feet AGL/660 feet MSL.

SE-2, 22 OCT 2009 to 19 NOV 2009

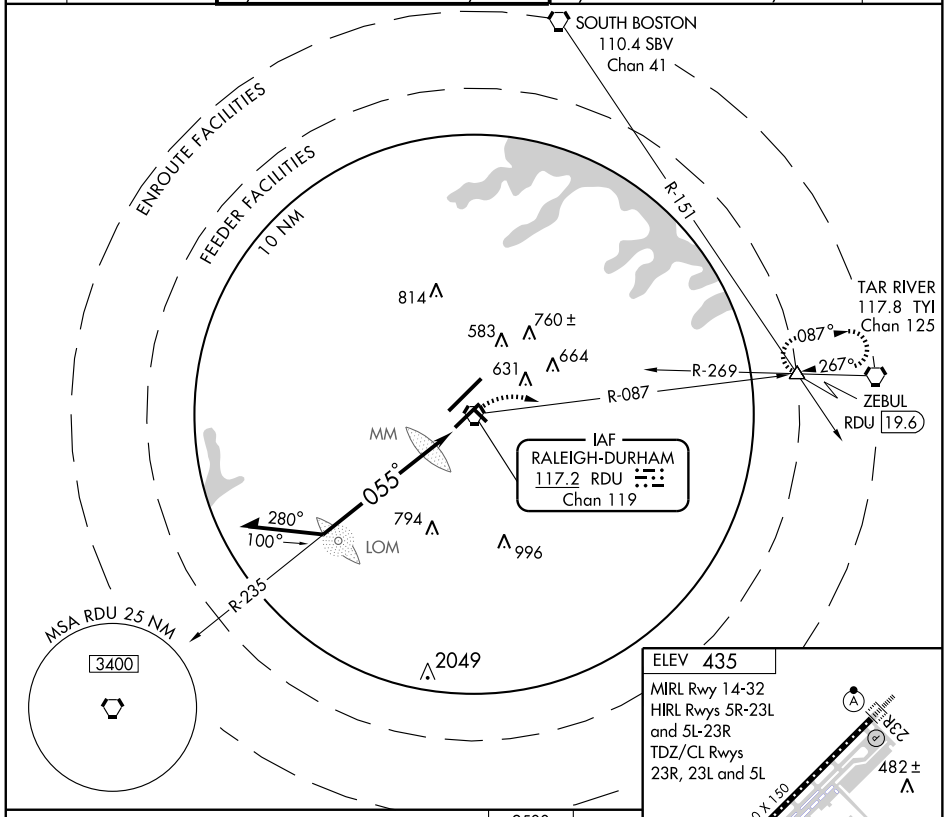
VORTAC RDU	APP CRS	Rwy Idg	7500
117.2	055°	TDZE	421
Chan 119		Apt Elev	435

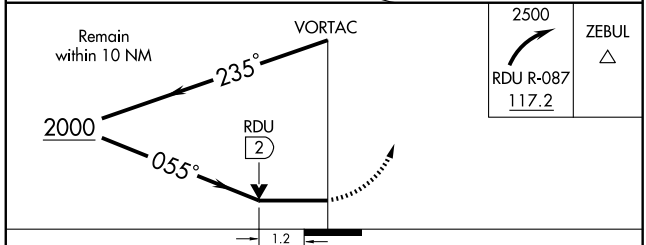
VOR RWY 5R
RALEIGH-DURHAM INTL (RDU)

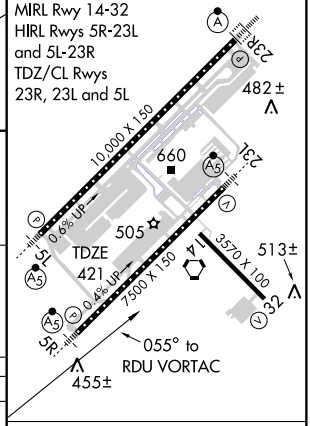
MALSR

MISSED APPROACH: Climbing right turn to 2500 via RDU R-087 to ZEBUL Int and hold.

ATIS	RALEIGH APP CON	RALEIGH TOWER (EAST)	RALEIGH TOWER (WEST)	GND CON (EAST)	GND CON (WEST)	CLNC DEL
123.8	128.3 307.9	127.45 257.8 Rwys 5R-23L and 14-32	119.3 257.8 Rwy 5L-23R	121.9 348.6 Rwys 5R-23L and 14-32	121.7 348.6 Rwy 5L-23R	120.1







CATEGORY	A	B	C	D
S-5R	940/24	519 (600-½)	940/50 519 (600-1)	940/60 519 (600-1¼)
CIRCLING	980-1	544 (600-1)	980-1½ 544 (600-1½)	1060-2 625 (700-2)

Knots	60	90	120	150	180
Min:Sec					

SE-2, 22 OCT 2009 to 19 NOV 2009

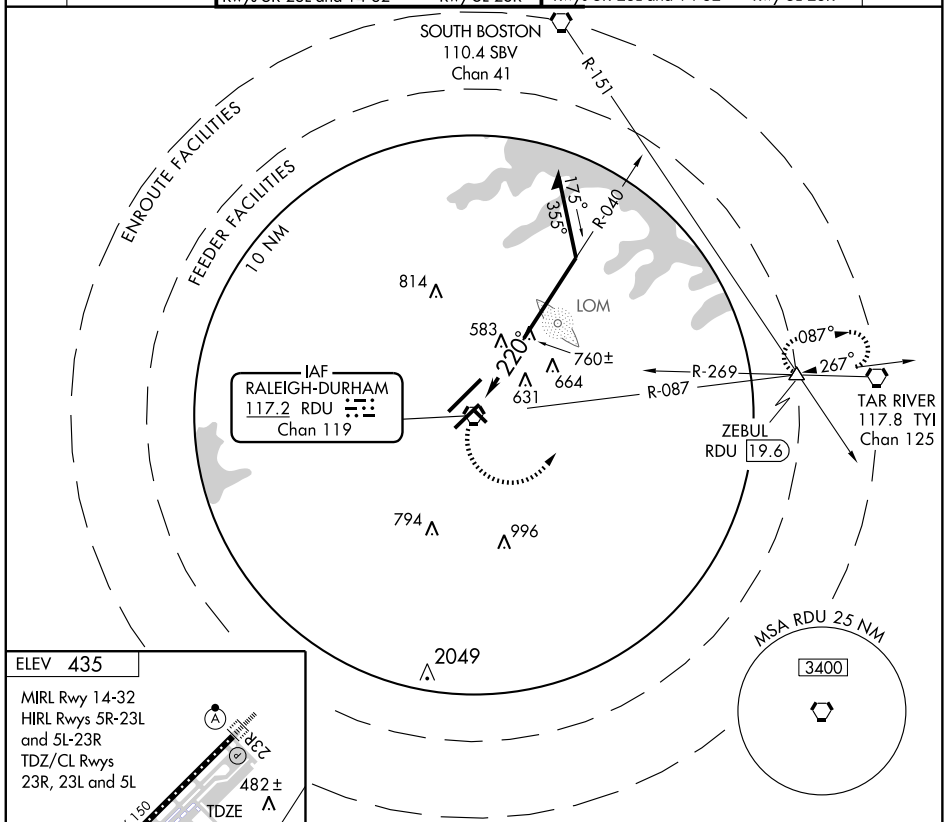
VORTAC RDU	APP CRS	Rwy Idg	7500
117.2	220°	TDZE	435
Chan 119		Apt Elev	435

VOR RWY 23L
RALEIGH-DURHAM INTL (RDU)

MALSR

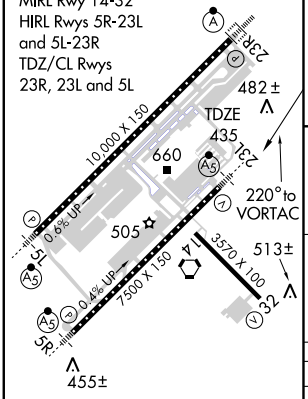
MISSED APPROACH: Climbing left turn to 2500 via RDU R-087 to ZEBUL Int and hold.

ATIS	RALEIGH APP CON	RALEIGH TOWER (EAST)	RALEIGH TOWER (WEST)	GND CON (EAST)	GND CON (WEST)	CLNC DEL
123.8	128.3 307.9	127.45 257.8 Rwys 5R-23L and 14-32	119.3 257.8 Rwy 5L-23R	121.9 348.6 Rwys 5R-23L and 14-32	121.7 348.6 Rwy 5L-23R	120.1

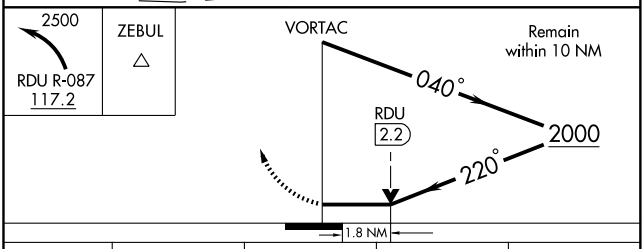


ELEV 435

MIRL Rwy 14-32
HIRL Rwys 5R-23L and 5L-23R
TDZ/CL Rwys 23R, 23L and 5L



Knots	60	90	120	150	180
Min:Sec					



CATEGORY	A	B	C	D
S-23L	1060/24	625 (700-½)	1060/60 625 (700-1¼)	1060-1½ 625 (700-1½)
CIRCLING	1060-1	625 (700-1)	1060-1¾ 625 (700-1¾)	1060-2 625 (700-2)

SE-2, 22 OCT 2009 to 19 NOV 2009

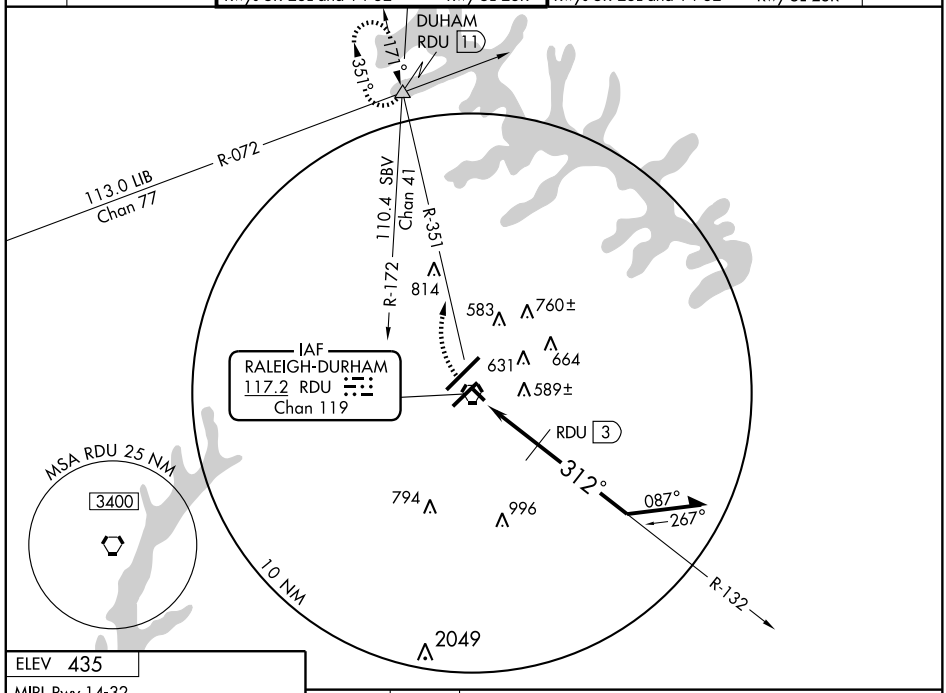
VORTAC RDU 117.2 Chan 119	APP CRS 312°	Rwy Idg 3570 TDZE 429 Apt Elev 435

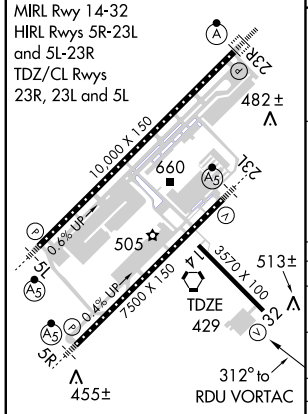
VOR RWY 32

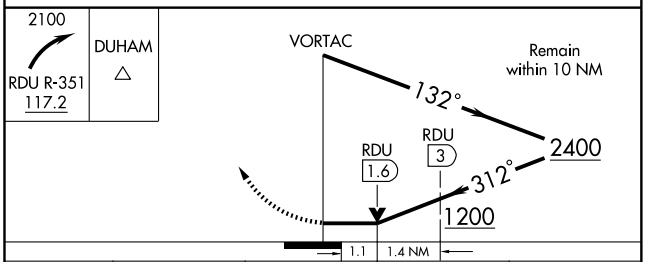
RALEIGH-DURHAM INTL (RDU)

MISSED APPROACH: Climbing right turn to 2100 via RDU R-351 to DUHAM Int and hold.

ATIS	RALEIGH APP CON	RALEIGH TOWER (EAST)	RALEIGH TOWER (WEST)	GND CON (EAST)	GND CON (WEST)	CLNC DEL
123.8	128.3 307.9	127.45 257.8 Rwys 5R-23L and 14-32	119.3 257.8 Rwy 5L-23R	121.9 348.6 Rwys 5R-23L and 14-32	121.7 348.6 Rwy 5L-23R	120.1







CATEGORY	A	B	C	D
S-32	1200-1 771 (800-1)	1200-1¼ 771 (800-1¼)	1200-2¼ 771 (800-2¼)	1200-2½ 771 (800-2½)
CIRCLING	1200-1 765 (800-1)	1200-1¼ 765 (800-1¼)	1200-2¼ 765 (800-2¼)	1200-2½ 765 (800-2½)
DME MINIMA				
S-32	860-1 431 (500-1)		860-1¼ 431 (500-1¼)	860-1½ 431 (500-1½)
CIRCLING	980-1 545 (600-1)		980-1½ 545 (600-1½)	1060-2 625 (700-2)

Knots	60	90	120	150	180
Min:Sec					

SE-2, 22 OCT 2009 to 19 NOV 2009

NDB SIF	APP CRS	Rwy Idg	5199
423	315°	TDZE	668
		Apt Elev	694

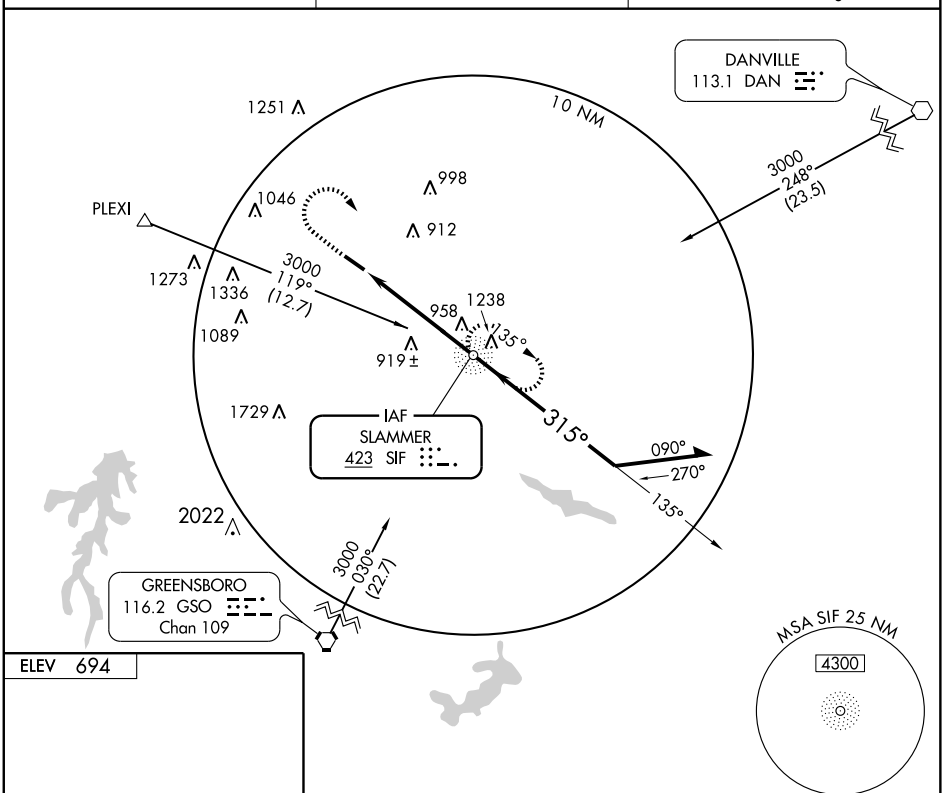
NDB RWY 31

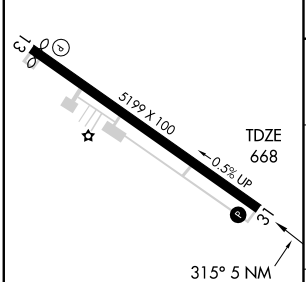
REIDSVILLE/ ROCKINGHAM COUNTY NC SHILOH (SIF)

Visibility reduction by helicopters NA. When local altimeter setting not received use Greensboro altimeter setting and increase all MDA 100 feet, increase S-31 Cats C and D and Circling Cats C and D visibility ¼ mile.

MISSED APPROACH: Climb to 1600 then climbing right turn to 2600 direct SIF NDB and hold.

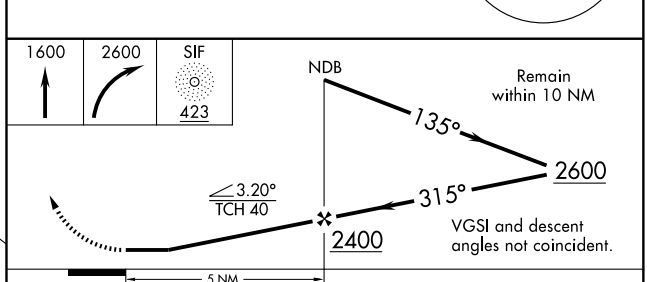
AWOS-3	GREENSBORO APP CON	UNICOM
119.775	124.35 269.225	122.8 (CTAF) L





REIL Rwy 31 L
HIRL Rwy 13-31 L

FAF to MAP 5 NM					
Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40



CATEGORY	A	B	C	D
S-31	1220-1 552 (600-1)		1220-1½ 552 (600-1½)	1220-1¾ 552 (600-1¾)
CIRCLING	1260-1 566 (600-1)	1280-1 586 (600-1)	1320-1¾ 626 (700-1¾)	1320-2 626 (700-2)

SE-2, 22 OCT 2009 to 19 NOV 2009

APP CRS	Rwy Idg	4999
132°	TDZE	691
	Apt Elev	694

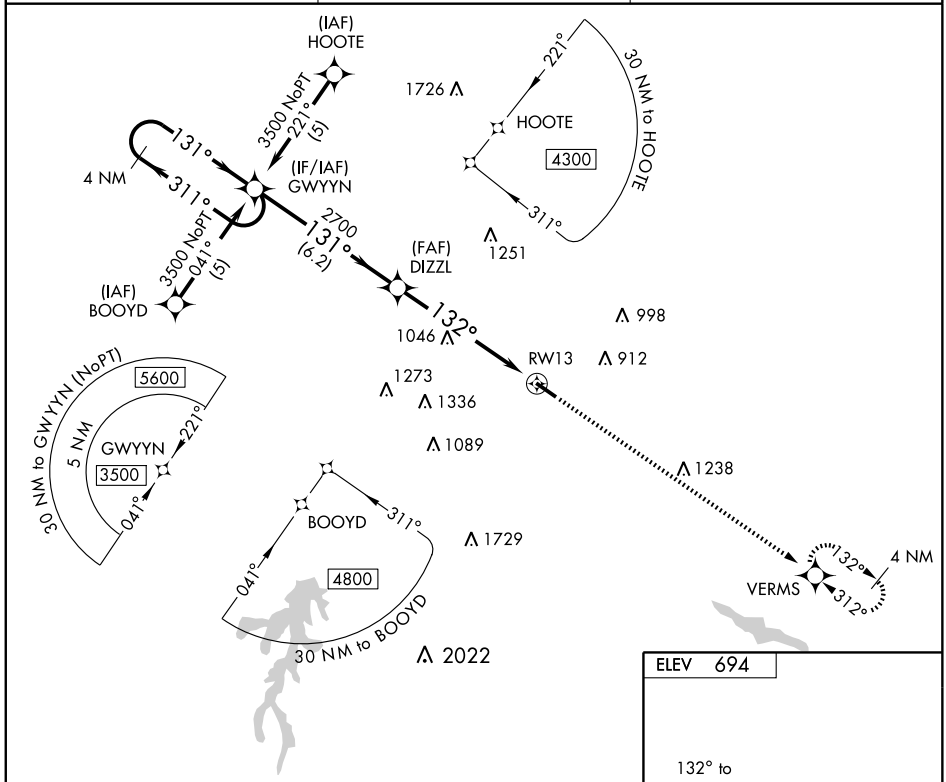
RNAV (GPS) RWY 13

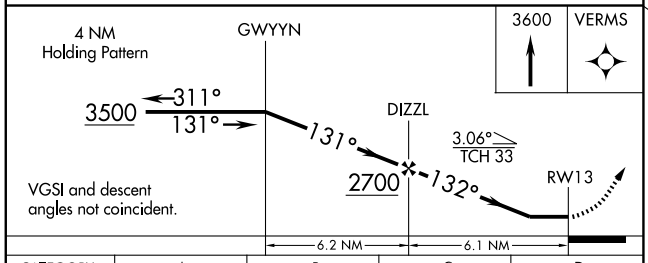
REIDSVILLE/ ROCKINGHAM COUNTY NC SHILOH (SIF)

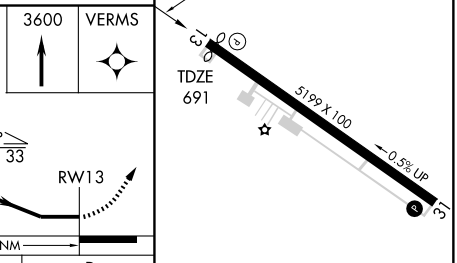
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received use Greensboro altimeter setting and increase all MDA 100 feet, increase LNAV Cats C and D and Circling Cats C and D visibility ¼ mile.

MISSED APPROACH: Climb to 3600 direct VERMS and hold.

AWOS-3	GREENSBORO APP CON	UNICOM
119.775	124.35 269.225	122.8 (CTAF) L







ELEV 694

CATEGORY	A	B	C	D
LNAV MDA	1300-1	609 (700-1)	1300-1¾ 609 (700-1¾)	1300-2 609 (700-2)
CIRCLING	1300-1	606 (700-1)	1320-1¾ 626 (700-1¾)	1320-2 626 (700-2)

REIL Rwy 31 L
HIRL Rwy 13-31 L

SE-2, 22 OCT 2009 to 19 NOV 2009

APP CRS	Rwy ldg	5199
312°	TDZE	668
	Apt Elev	694

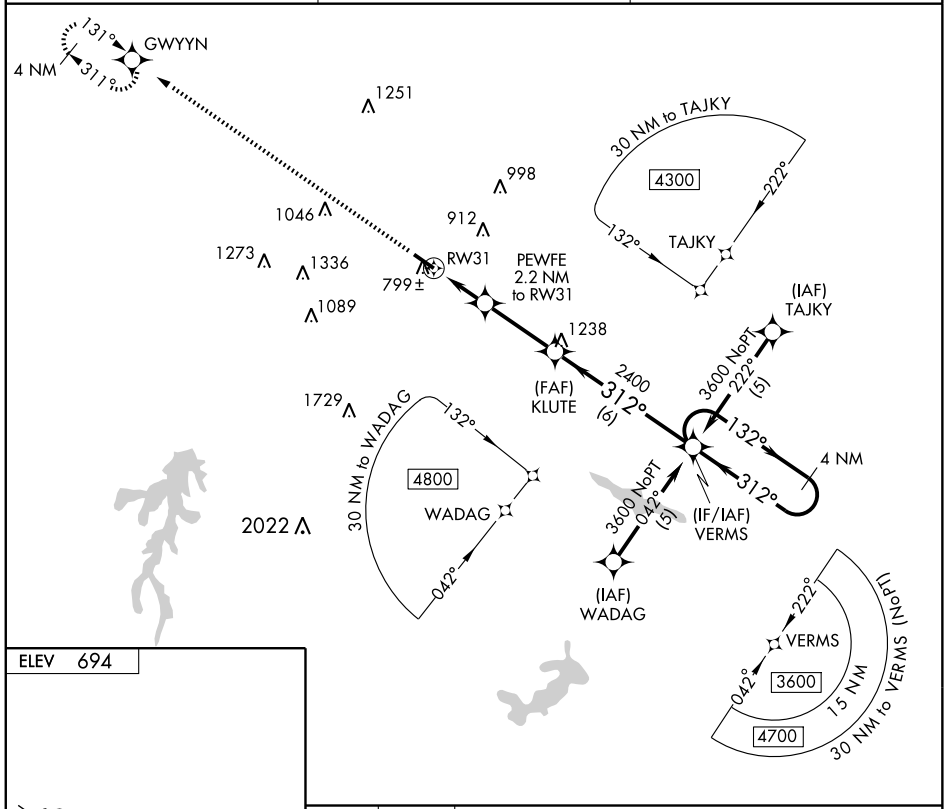
RNAV (GPS) RWY 31

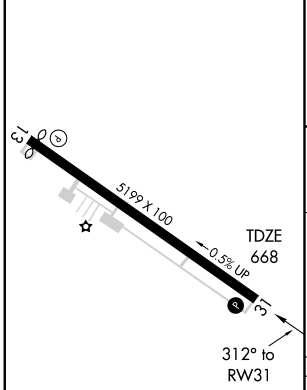
REIDSVILLE/ ROCKINGHAM COUNTY NC SHILOH (SIF)

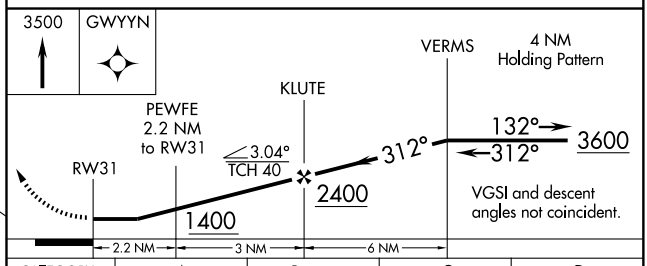
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received use Greensboro altimeter setting and increase all MDA 100 feet, increase LNAV Cats C and D, and Circling Cats C and D visibility ¼ mile.

MISSED APPROACH: Climb to 3500 direct GWYYN and hold.

AWOS-3	GREENSBORO APP CON	UNICOM
119.775	124.35 269.225	122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	1060-1 392 (400-1)			1060-1¼ 392 (400-1¼)
CIRCLING	1260-1 566 (600-1)	1280-1 586 (600-1)	1320-1¾ 626 (700-1¾)	1320-2 626 (700-2)

REIL Rwy 31 L
HIRL Rwy 13-31 L

SE-2, 22 OCT 2009 to 19 NOV 2009

VORTAC GSO 116.2 Chan 109	APP CRS 018°	Rwy Idg N/A TDZE N/A Apt Elev 693

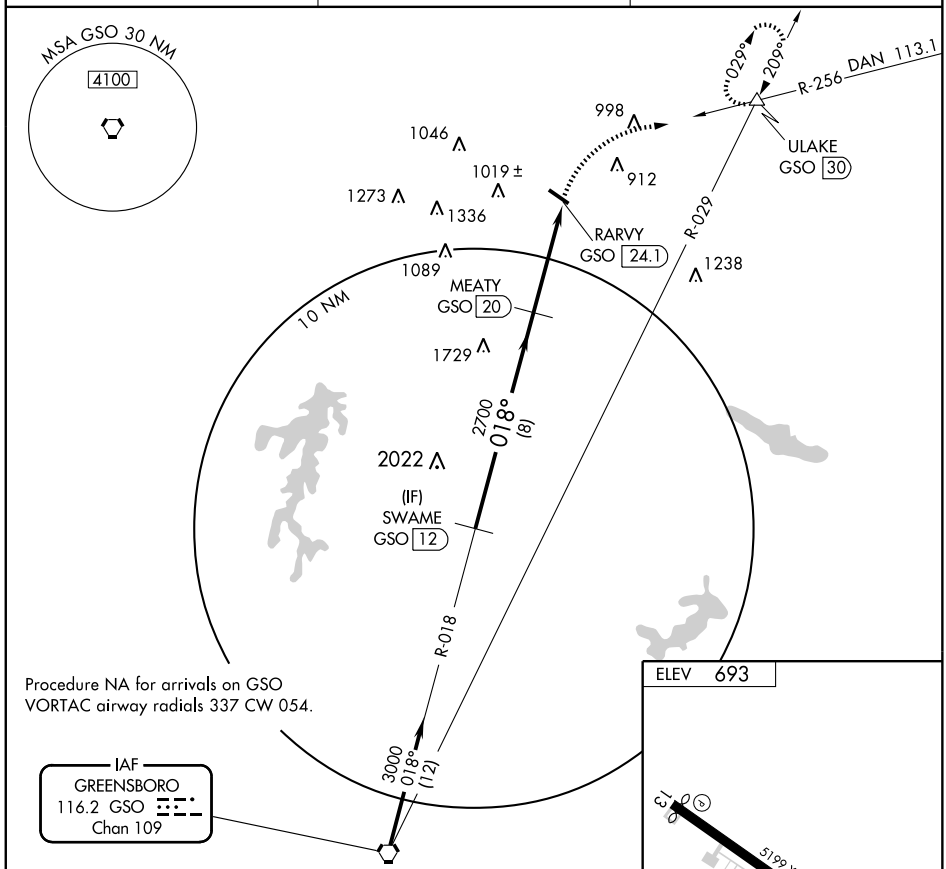
VOR/DME-A

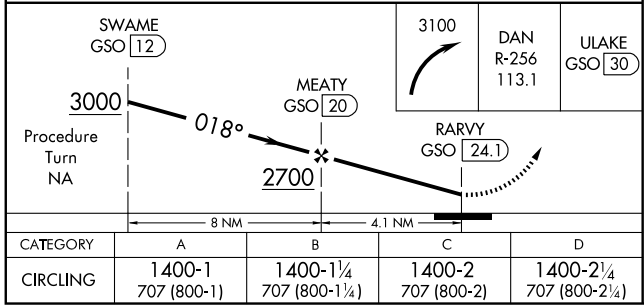
REIDSVILLE/ROCKINGHAM COUNTY NC SHILOH (SIF)

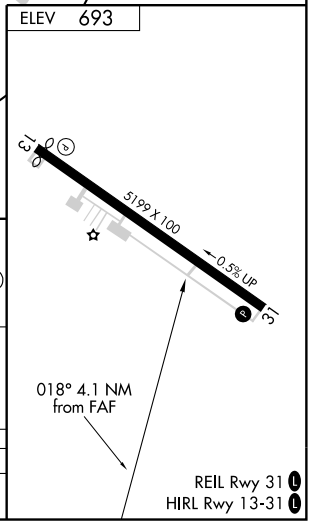
Visibility reduction by helicopters NA. When local altimeter setting not received use Greensboro altimeter setting and increase MDA 100 feet and increase Cats C and D visibility ¼ mile.

MISSED APPROACH: Climbing right turn to 3100 via DAN VOR R-256 to ULAKE/GSO 30 DME and hold.

AWOS-3	GREENSBORO APP CON	UNICOM
119.775	124.35 269.225	122.8 (CTAF) L







CATEGORY	A	B	C	D
CIRCLING	1400-1 707 (800-1)	1400-1¼ 707 (800-1¼)	1400-2 707 (800-2)	1400-2¼ 707 (800-2¼)

SE-2, 22 OCT 2009 to 19 NOV 2009

APP CRS	Rwy Idg	5500
019°	TDZE	143
	Apt Elev	145

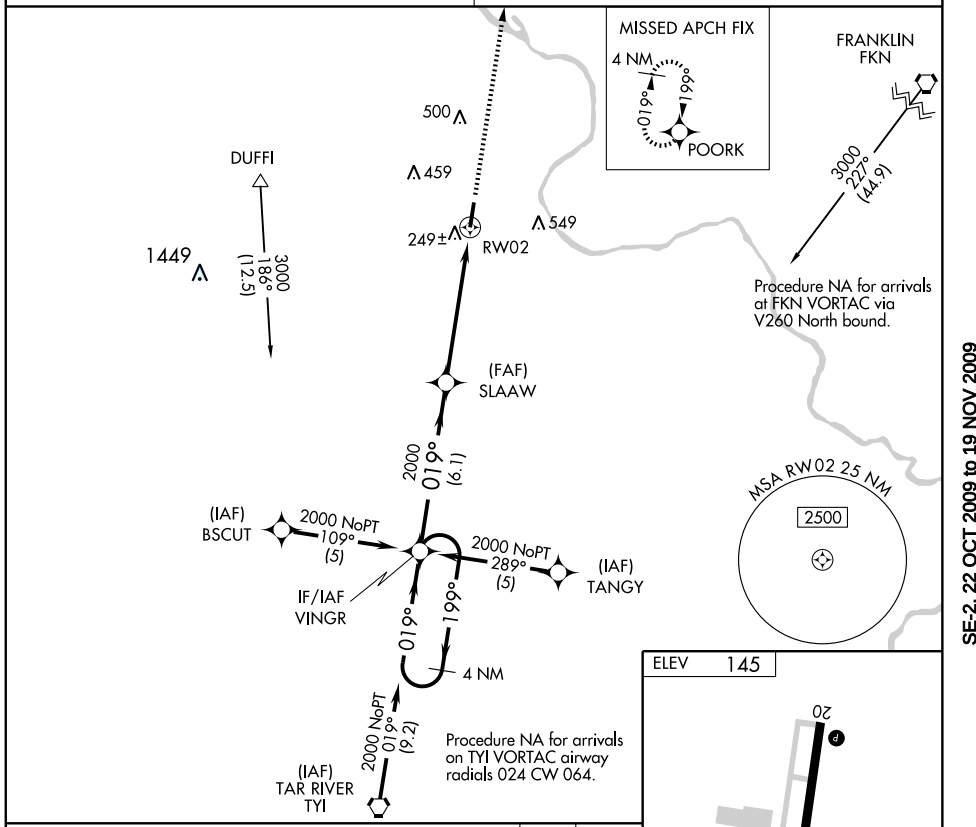
RNAV (GPS) RWY 2

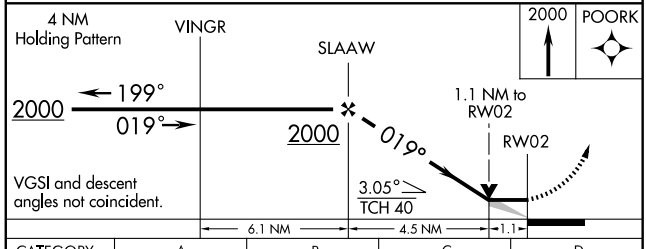
ROANOKE RAPIDS/ HALIFAX-NORTHAMPTON RGNL (IXA)

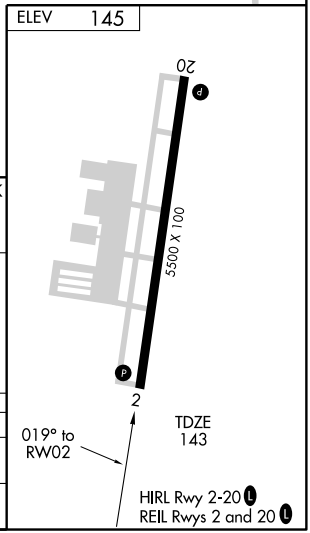
DME/DME RNP-0.3 NA. When local altimeter setting not received, use Ahoskie altimeter setting and increase all MDA 80 feet, and LNAV Cats. C/D visibilities ¼ mile. Circling NA east of Rwy 2-20. VDP NA when using Ahoskie altimeter setting.

MISSED APPROACH: Climb to 2000 direct POORK and hold.

WASHINGTON CENTER	UNICOM
132.02 290.425	123.075 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	520-1 377 (400-1)			520-1¼ 377 (400-1¼)
CIRCLING	560-1 415 (500-1)	600-1 455 (500-1)	600-1½ 455 (500-1½)	700-2 555 (600-2)

SE-2, 22 OCT 2009 to 19 NOV 2009

ROANOKE RAPIDS, NORTH CAROLINA AL-10369 (FAA)

APP CRS	Rwy Idg	5500
199°	TDZE	145
	Apt Elev	145

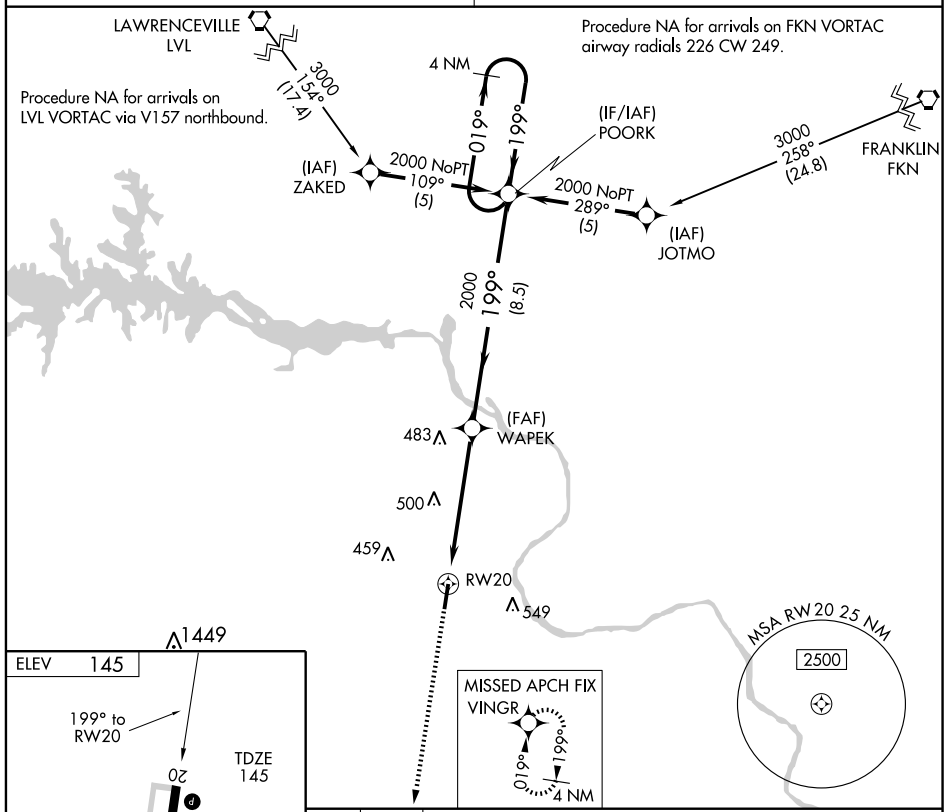
RNAV (GPS) RWY 20

ROANOKE RAPIDS/HALIFAX-NORTHAMPTOM RGNL (IXA)

⚠ DME/DME RNP -0.3 NA. When local altimeter setting not received, use Ahoskie altimeter setting and increase all MDA 80 feet, increase LNAV and Circling Cats. C/D visibility ¼ mile. VDP NA when using Ahoskie altimeter setting. Circling NA east of Rwys 2-20.

MISSED APPROACH: Climb to 2000 direct VINGR and hold.

WASHINGTON CENTER	UNICOM
132.02 290.425	123.075 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	760-1 615 (700-1)		760-1¾ 615 (700-1¾)	760-2 615 (700-2)
CIRCLING	760-1 615 (700-1)		760-1¾ 615 (700-1¾)	760-2 615 (700-2)

HIRL Rwy 2-20 L
REIL Rwys 2 and 20 L

SE-2, 22 OCT 2009 to 19 NOV 2009

ROANOKE RAPIDS, NORTH CAROLINA AL-10369 (FAA)

APP CRS	Rwy Idg	5500
014°	TDZE	143
	Apt Elev	145

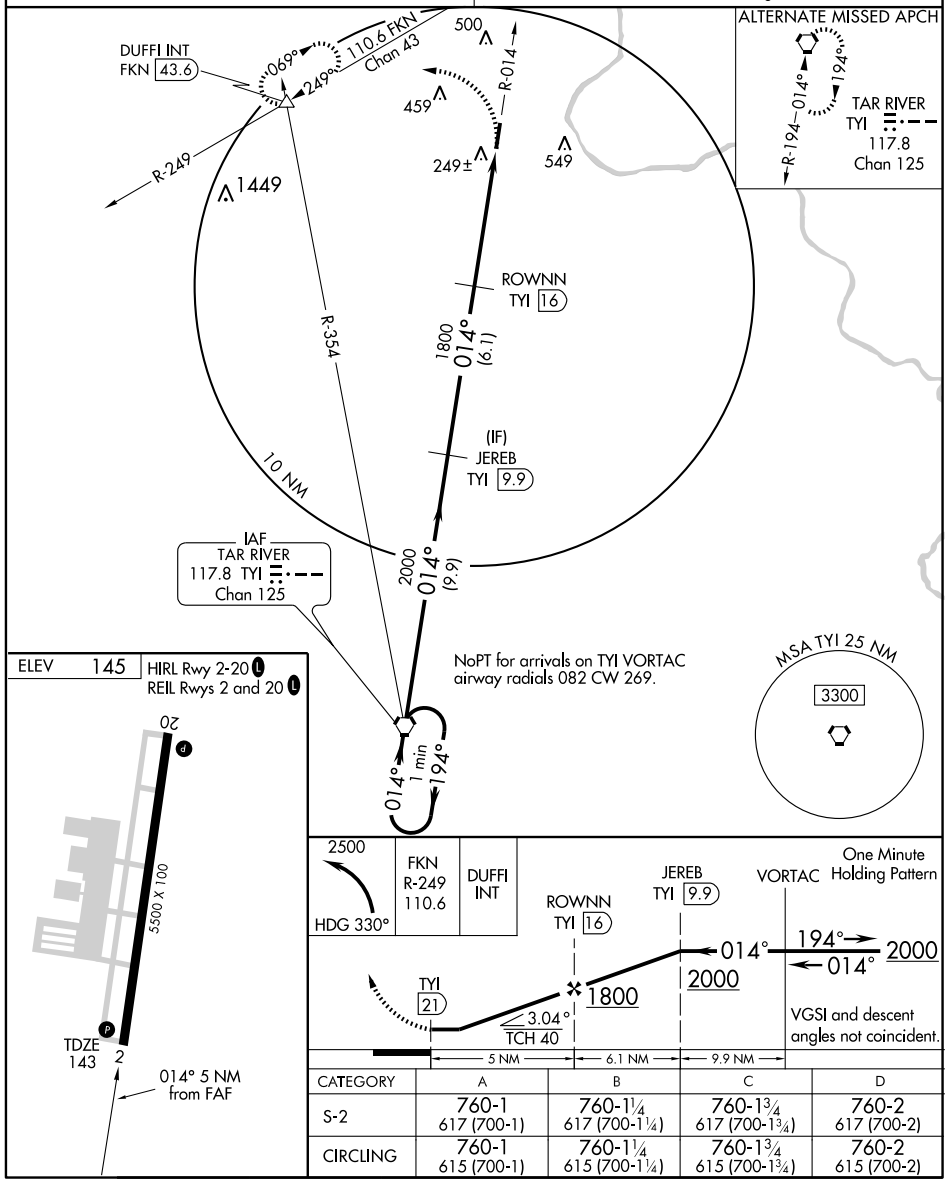
VOR/DME RWY 2

ROANOKE RAPIDS/ HALIFAX-NORTHAMPTOM RGNL (IXA)

⚠ Circling NA east of Rwy 2-20. When local altimeter setting not received, use Ahoskie altimeter setting and increase all MDA 80 feet, increase S-2 and Circling Cats. C/D visibility ¼ mile.

MISSED APPROACH: Climbing left turn to 2500 via heading 330° and FKN VORTAC R-249 to DUFFI INT/FKN 43.6 DME and hold, continue climb-in-hold to 2500.

WASHINGTON CENTER	UNICOM
132.02 290.425	123.075 (CTAF) L



CATEGORY	A	B	C	D
S-2	760-1 617 (700-1)	760-1 1/4 617 (700-1 1/4)	760-1 3/4 617 (700-1 3/4)	760-2 617 (700-2)
CIRCLING	760-1 615 (700-1)	760-1 1/4 615 (700-1 1/4)	760-1 3/4 615 (700-1 3/4)	760-2 615 (700-2)

SE-2, 22 OCT 2009 to 19 NOV 2009

APP CRS	Rwy Idg	4799
314°	TDZE	357
	Apt Elev	358

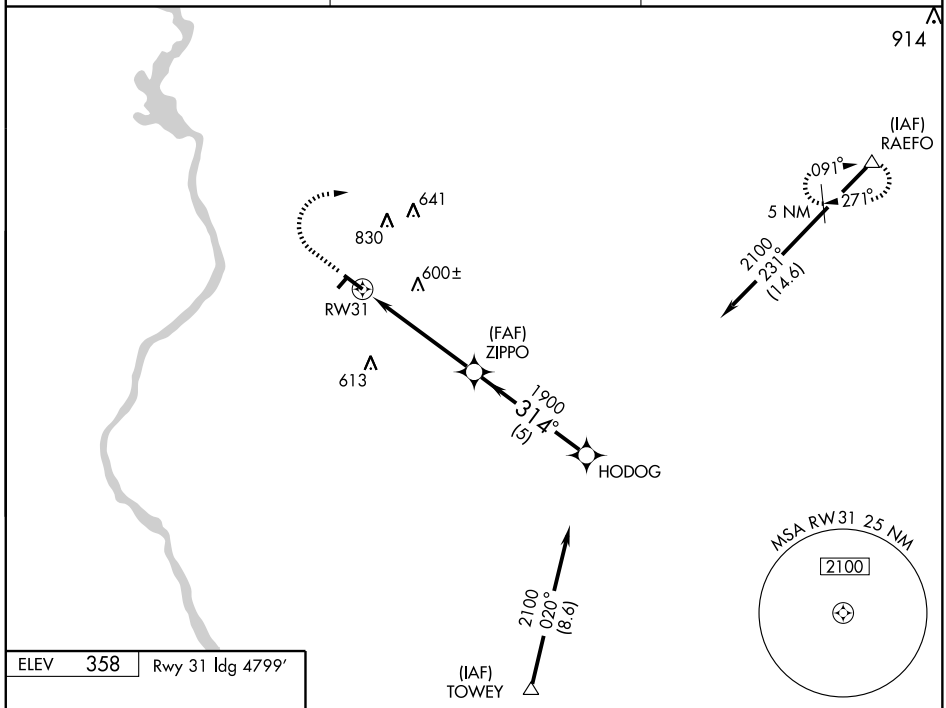
GPS RWY 31

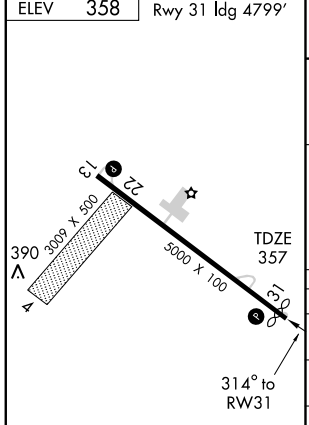
ROCKINGHAM/ RICHMOND COUNTY (RCZ)

Obtain local altimeter setting on CTAF; when not received, use Fayetteville Rgnl altimeter setting.

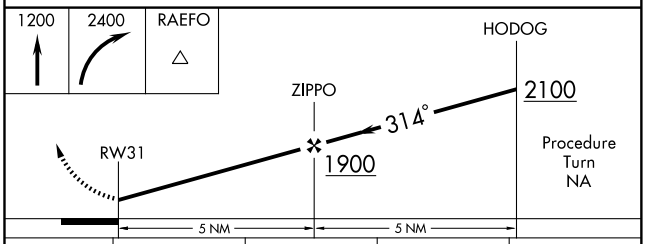
MISSED APPROACH: Climb to 1200 then climbing right turn to 2400 direct RAEFO WP and hold.

AWOS-3	FAYETTEVILLE APP CON	UNICOM
118.775	127.8 343.725	122.8 (CTAF) L





REIL Rwy 31 L
MIRL Rwy 13-31 L



CATEGORY	A	B	C	D
S-31	780-1 423 (500-1)		780-1¼ 423 (500-1¼)	
CIRCLING	800-1 442 (500-1)	820-1 462 (500-1)	820-1½ 462 (500-1½)	960-2 602 (700-2)
FAYETTEVILLE RGNL ALTIMETER SETTING MINIMUMS				
S-31	920-1 563 (600-1)		920-1½ 563 (600-1½)	920-1¾ 563 (600-1¾)
CIRCLING	920-1 562 (600-1)		920-1½ 562 (600-1½)	1080-2¼ 722 (800-2¼)

SE-2, 22 OCT 2009 to 19 NOV 2009

ROCKINGHAM, NORTH CAROLINA AL-5578 (FAA)

NDB RCZ	APP CRS	Rwy Idg	4799
375	314°	TDZE	357
		Apt Elev	358

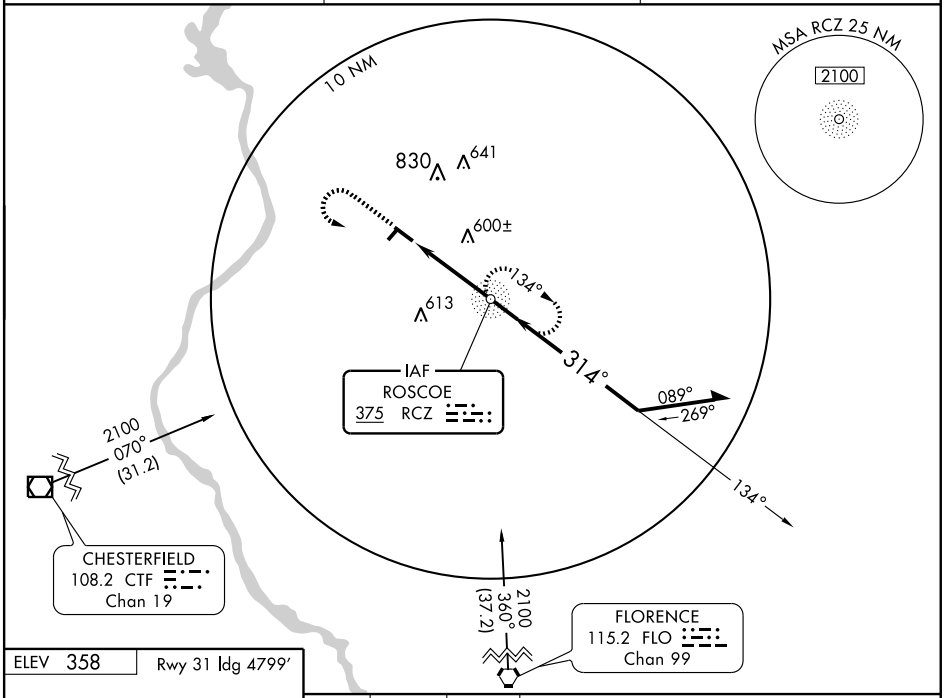
NDB RWY 31

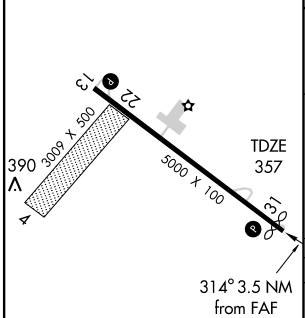
ROCKINGHAM/ RICHMOND COUNTY (RCZ)

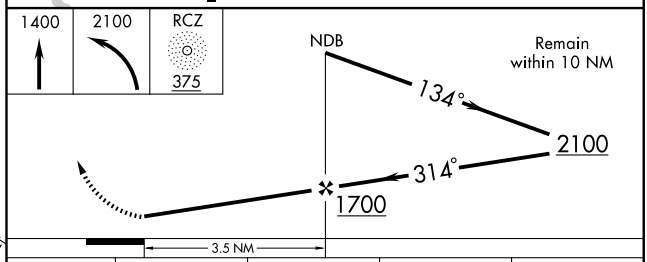
Obtain local altimeter setting on CTAF; when not received, use Fayetteville Rgnl altimeter setting.

MISSED APPROACH: Climb to 1400 then climbing left turn to 2100 direct RCZ NDB and hold.

AWOS-3	FAYETTEVILLE APP CON	UNICOM
118.775	127.8 343.725	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-31	960-1	603 (700-1)	960-1¾ 603 (700-1¾)	960-2 603 (700-2)
CIRCLING	960-1	602 (700-1)	960-1¾ 602 (700-1¾)	960-2 602 (700-2)
FAYETTEVILLE RGNL ALTIMETER SETTING MINIMUMS				
S-31	1080-1	723 (800-1)	1080-2 723 (800-2)	1080-2¼ 723 (800-2¼)
CIRCLING	1080-1	722 (800-1)	1080-2 722 (800-2)	1080-2¼ 722 (800-2¼)

REIL Rwy 31 L
MIRL Rwy 13-31 L

FAF to MAP 3.5 NM					
Knots	60	90	120	150	180
Min:Sec	3:30	2:20	1:45	1:24	1:10

SE-2, 22 OCT 2009 to 19 NOV 2009

LOC I-RWI	APP CRS	Rwy ldg	7100
108.3	042°	TDZE	159
		Apt Elev	159

ILS or LOC RWY 4

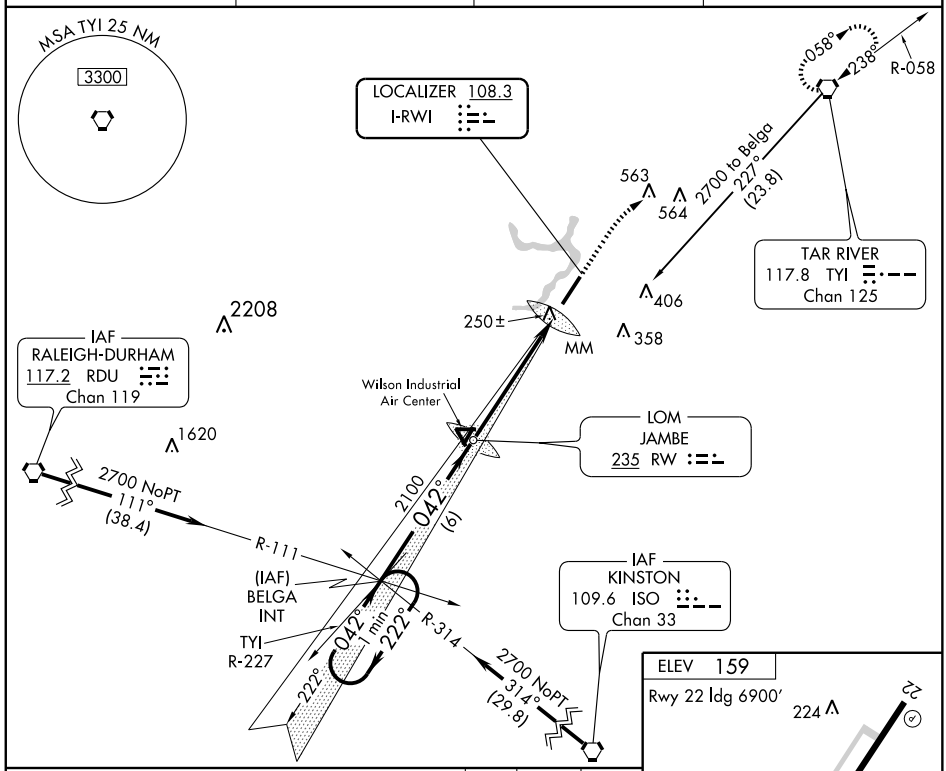
ROCKY MOUNT-WILSON RGNL (RWI)

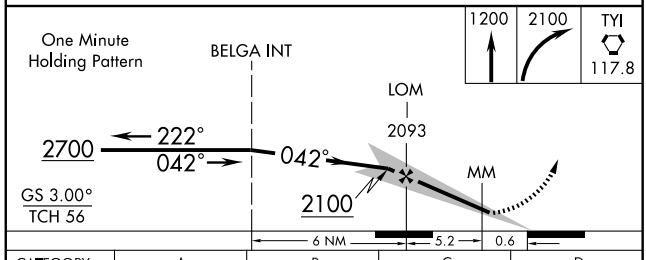
For inoperative MALSR, increase S-LOC 4 Cat D visibility to 1 mile. If local altimeter setting not received, use Goldsboro-Wayne Muni altimeter setting and increase DH to 418 feet; increase all MDAs 60 feet.

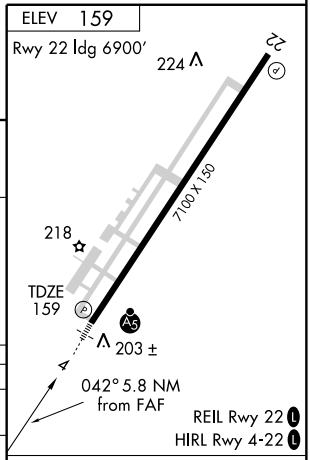
MALSR

MISSED APPROACH: Climb to 1200 then climbing right turn to 2100 direct TYI VORTAC and hold.

ASOS	WASHINGTON CENTER	CLNC DEL	UNICOM
118.875	118.475 279.65	122.3	123.05 (CTAF) L







CATEGORY	A	B	C	D
S-ILS 4	359-½ 200 (200-½)			
S-LOC 4	500-½ 341 (400-½)			500-¾ 341 (400-¾)
CIRCLING	600-1 441 (500-1)	620-1 461 (500-1)	620-1½ 461 (500-1½)	720-2 561 (600-2)

FAF to MAP 5.8 NM

Knots	60	90	120	150	180
Min:Sec	5:48	3:52	2:54	2:19	1:56

SE-2, 22 OCT 2009 to 19 NOV 2009

WAAS	APP CRS	Rwy Idg	7100
CH 56513	042°	TDZE	159
W04A		Apt Elev	159

RNAV (GPS) RWY 4

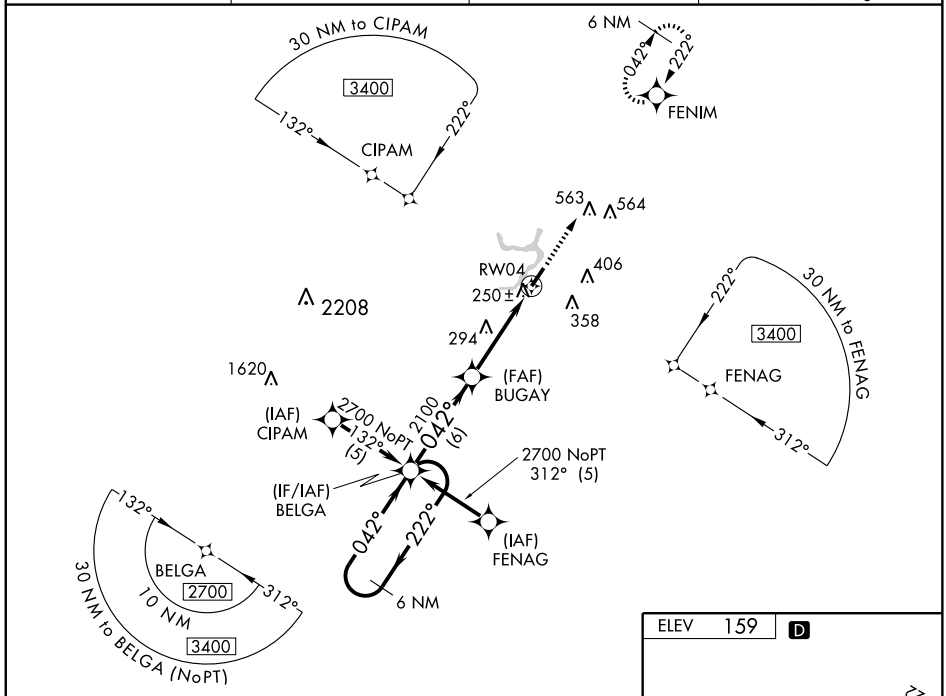
ROCKY MOUNT-WILSON RGNL (RWI)

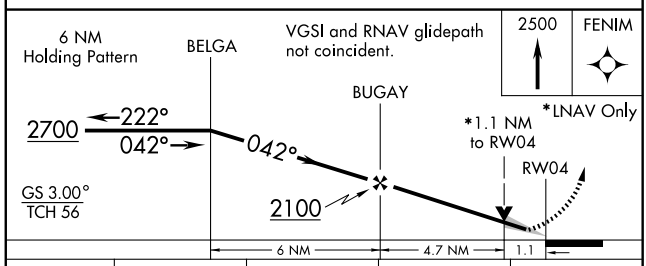
T A For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Goldsboro-Wayne Muni altimeter setting and increase all DA 59 feet, all MDA 60 feet, increase LNAV/VNAV all Cats. visibility ¼ mile. For inoperative MALSR, increase LNAV Cat. D visibility to 1¼ mile. Baro-VNAV and VDP NA when using Goldsboro-Wayne Muni altimeter setting.

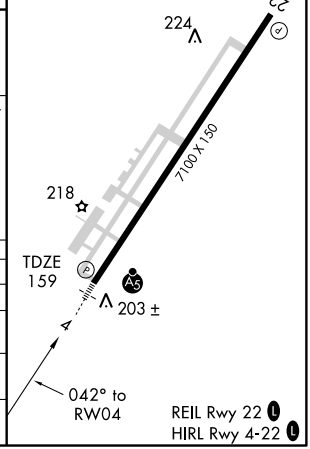
MALSR

MISSED APPROACH: Climb to 2500 direct FENIM and hold.

ASOS	WASHINGTON CENTER	CLNC DEL	UNICOM
118.875	118.475 279.65	122.3	123.05 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	359-½ 200 (200-½)			
LNAV/ VNAV DA	521-¾ 362 (400-¾)			
LNAV MDA	560-½ 401 (500-½)		560-¾ 401 (500-¾)	560-1 401 (500-1)
CIRCLING	600-1 441 (500-1)	620-1 461 (500-1)	620-1½ 461 (500-1½)	720-2 561 (600-2)

SE-2, 22 OCT 2009 to 19 NOV 2009

APP CRS	Rwy Idg	6900
222°	TDZE	154
	Apt Elev	159

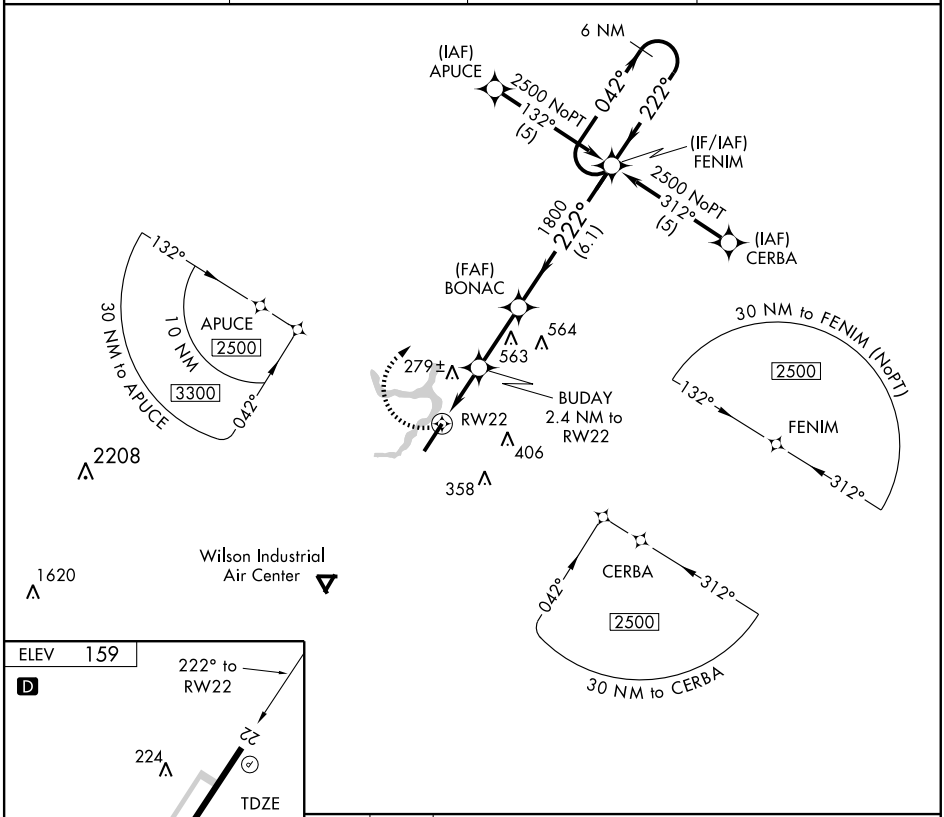
RNAV (GPS) RWY 22

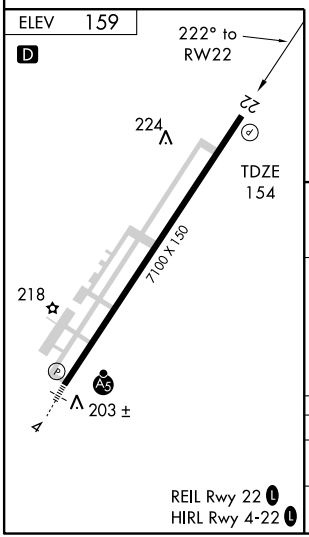
ROCKY MOUNT-WILSON RGNL (RWI)

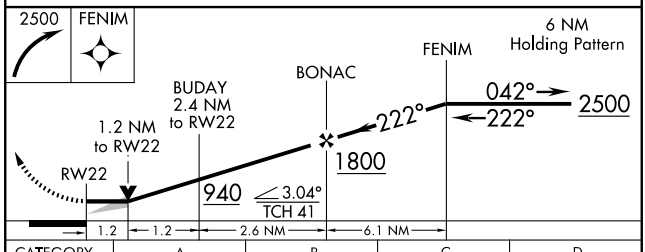
DME/DME RNP-0.3 NA. When local altimeter setting not received, use Goldsboro-Wayne Muni altimeter setting and increase all MDA 60 feet, and LNAV Cat. D visibility ¼ mile. VDP NA when using Goldsboro-Wayne Muni altimeter setting.

MISSED APPROACH: Climbing right turn to 2500 direct FENIM and hold.

ASOS	WASHINGTON CENTER	CLNC DEL	UNICOM
118.875	118.475 279.65	122.3	123.05 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	560-1 406 (500-1)		560-1¼ 406 (500-1¼)	
CIRCLING	600-1 441 (500-1)	620-1 461 (500-1)	620-1½ 461 (500-1½)	720-2 561 (600-2)

REIL Rwy 22 L
HIRL Rwy 4-22 L

SE-2, 22 OCT 2009 to 19 NOV 2009

VORTAC TYI	APP CRS	Rwy Idg	6900
117.8	238°	TDZE	154
Chan 125		Apt Elev	159

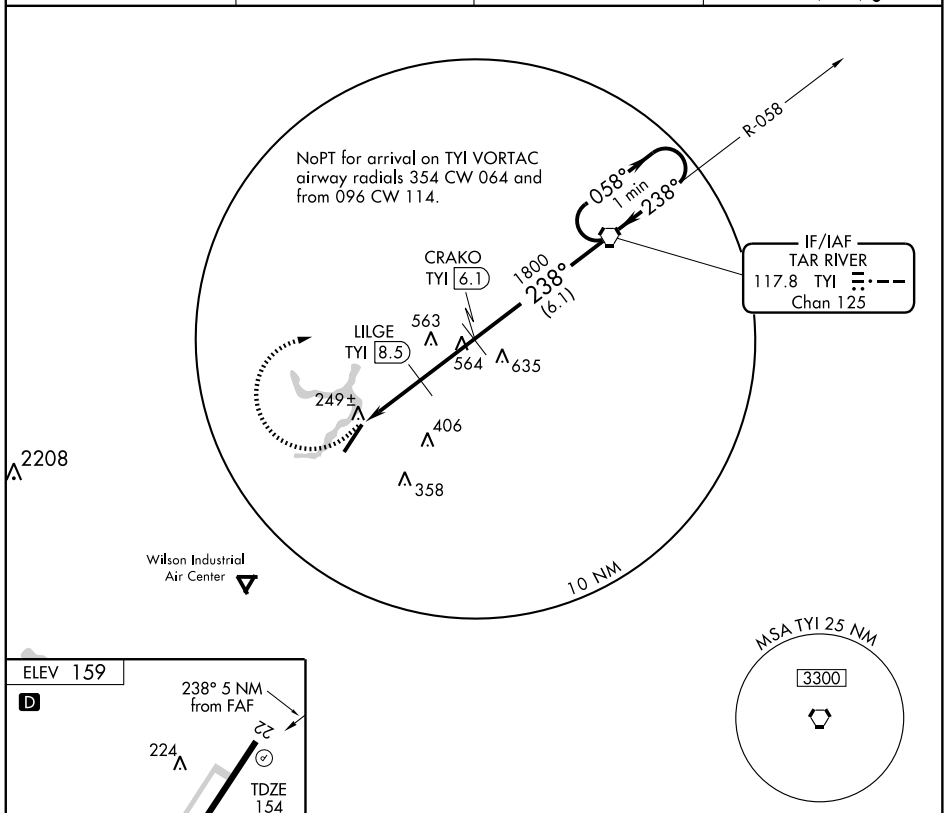
VOR/DME RWY 22

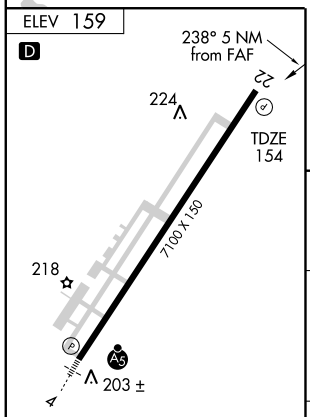
ROCKY MOUNT-WILSON RGNL (RWI)

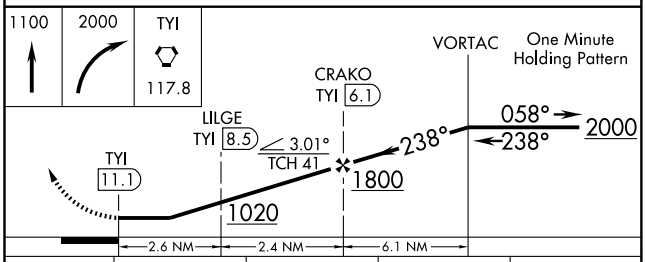
Visibility reduction by helicopters NA. When local altimeter setting not received, use Goldsboro-Wayne Muni altimeter setting and increase all MDA 60 feet, and S-22 Cat. C and Cat. D visibility ¼ mile.

MISSED APPROACH: Climb to 1100 then climbing right turn to 2000 direct TYI VORTAC and hold.

ASOS	WASHINGTON CENTER	CLNC DEL	UNICOM
118.875	118.475 279.65	122.3	123.05 (CTAF) L







CATEGORY	A	B	C	D
S-22	540-1 386 (400-1)			540-1¼ 386 (400-1¼)
CIRCLING	600-1 441 (500-1)	620-1 461 (500-1)	620-1½ 461 (500-1½)	720-2 561 (600-2)

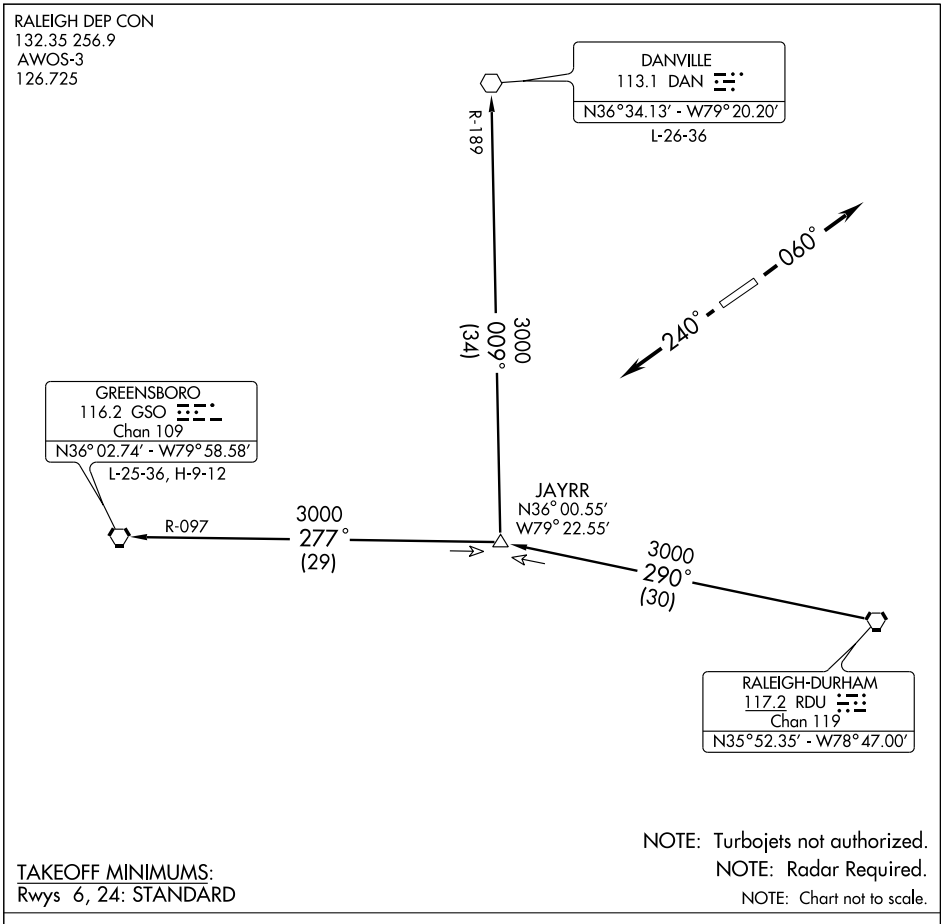
REIL Rwy 22 L
HIRL Rwy 4-22 L

SE-2, 22 OCT 2009 to 19 NOV 2009

BLUE DEVIL FOUR DEPARTURE

SL-6901 (FAA)

ROXBORO/ PERSON COUNTY (TDF)
ROXBORO, NORTH CAROLINA



NOTE: Turbojets not authorized.
NOTE: Radar Required.
NOTE: Chart not to scale.

TAKEOFF MINIMUMS:
Rwys 6, 24: STANDARD

SE-2, 22 OCT 2009 to 19 NOV 2009

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 6: Climb heading 060°, thence....

TAKE-OFF RWY 24: Climb heading 240°, thence....

....or as assigned for vectors to assigned transition. Expect clearance to filed altitude/flight level ten minutes after departure.

DANVILLE TRANSITION (BLUUE4.DAN): From over RDU VORTAC via RDU R-290 to JAYRR INT then via DAN R-189 to DAN VOR.

GREENSBORO TRANSITION (BLUUE4.GSO): From over RDU VORTAC via RDU R-290 to JAYRR INT then via GSO R-097 to GSO VORTAC.

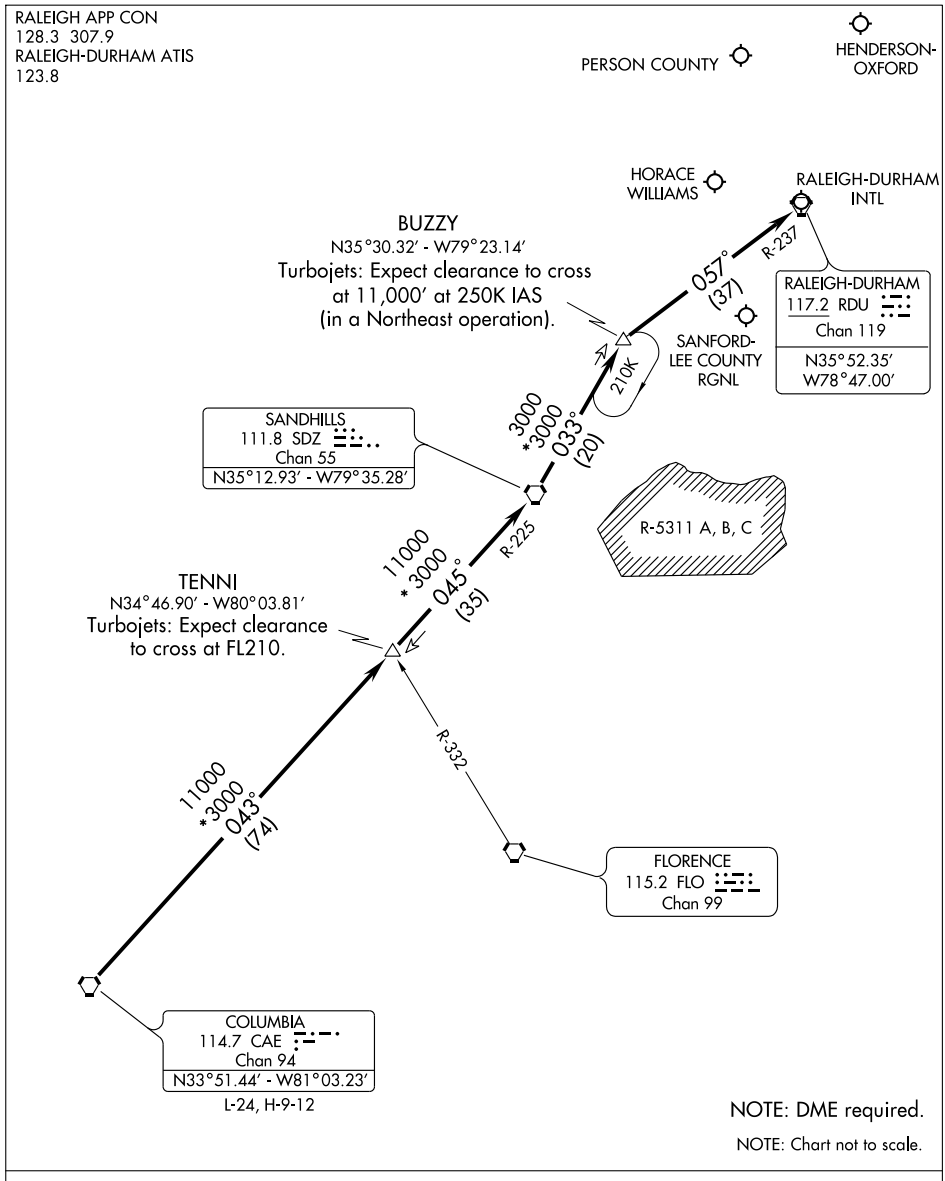
TAKE-OFF OBSTACLE NOTES:

Rwy 6: Trees 1600 feet from DER, 200 feet right of centerline, 100 feet AGL/729 feet MSL.

Rwy 24: Trees 562 feet from DER, 577 feet left of centerline, 100 feet AGL/699 feet MSL.

BUZZY SIX ARRIVAL (BUZZY.BUZZY6)

RALEIGH/DURHAM, NORTH CAROLINA



From over Columbia (CAE) via CAE R-043 and Sandhills (SDZ) R-225 to SDZ. Thence via SDZ R-033 to BUZZY INT. Thence via Raleigh-Durham (RDU) R-237 to RDU. Expect radar vectors to final approach course after BUZZY INT.

SE-2, 22 OCT 2009 to 19 NOV 2009

LOC/DME I-TDF	APP CRS	Rwy Idg	5701
108.7	060°	TDZE	601
Chan 24		Apt Elev	609

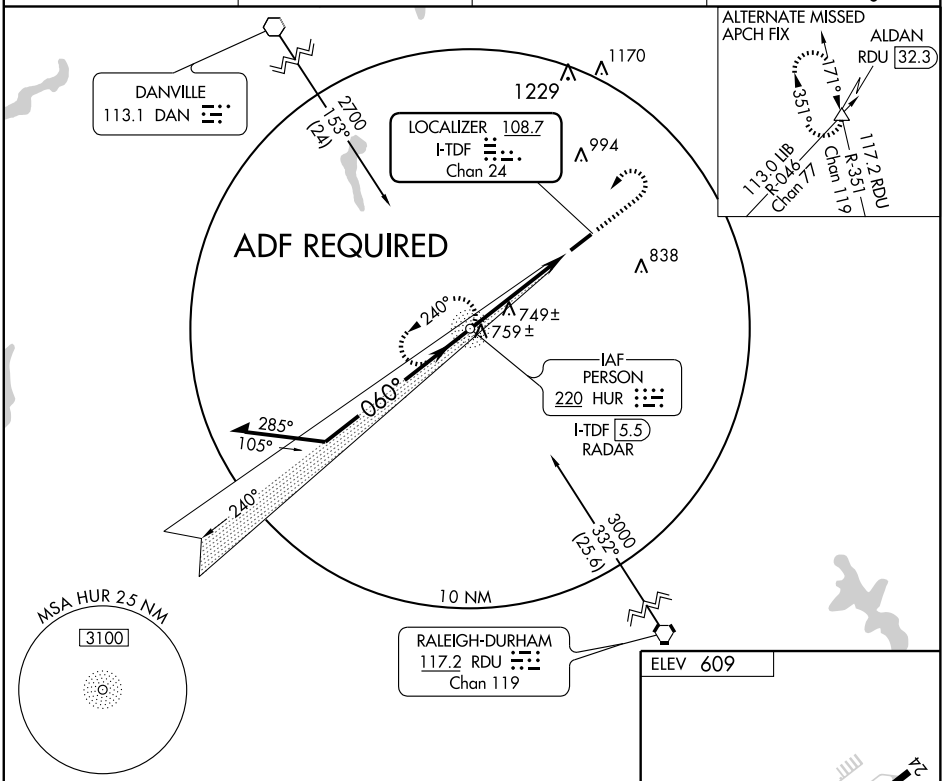
ILS or LOC RWY 6

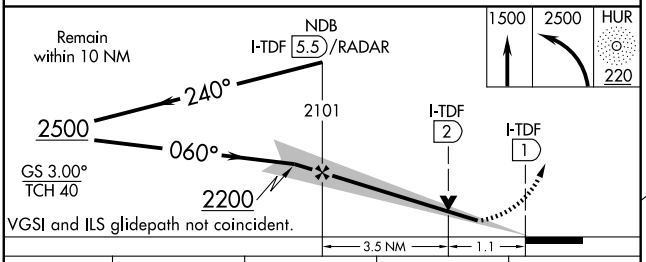
ROXBORO / PERSON COUNTY (TDF)

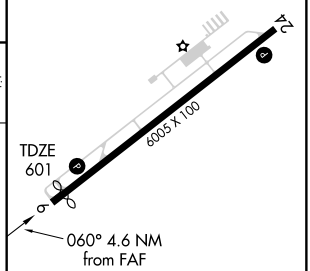
T NA For inoperative MALSR, when using Chapel Hill altimeter setting, increase S-ILS 6 all Cats visibility to 1 mile. ADF REQUIRED. When local altimeter setting not received, use Chapel Hill altimeter setting and increase S-ILS 6 DA to 864 and all MDA 80 feet and S-LOC 6 Cat C/D visibility ¼ mile.

MISSED APPROACH: Climb to 1500 then climbing left turn to 2500 direct HUR NDB and hold.

AWOS-3	RALEIGH APP CON	GCO	UNICOM
126.725	132.35 256.9	119.7	122.7 (CTAF) L







CATEGORY	A	B	C	D
S-ILS 6	801-½ 200 (200-½)			
S-LOC 6	1000-½ 399 (400-½)			1000-¾ 399 (400-¾)
CIRCLING	1080-1 471 (500-1)		1080-1½ 471 (500-1½)	1160-2 551 (600-2)

MIRL Rwy 6-24 L
REIL Rwys 6 and 24 L

FAF to MAP 4.6 NM

Knots	60	90	120	150	180
Min:Sec	4:36	3:04	2:18	1:50	1:32

SE-2, 22 OCT 2009 to 19 NOV 2009

WAAS	APP CRS	Rwy Idg	5701
CH 86512	060°	TDZE	601
W06A		Apt Elev	609

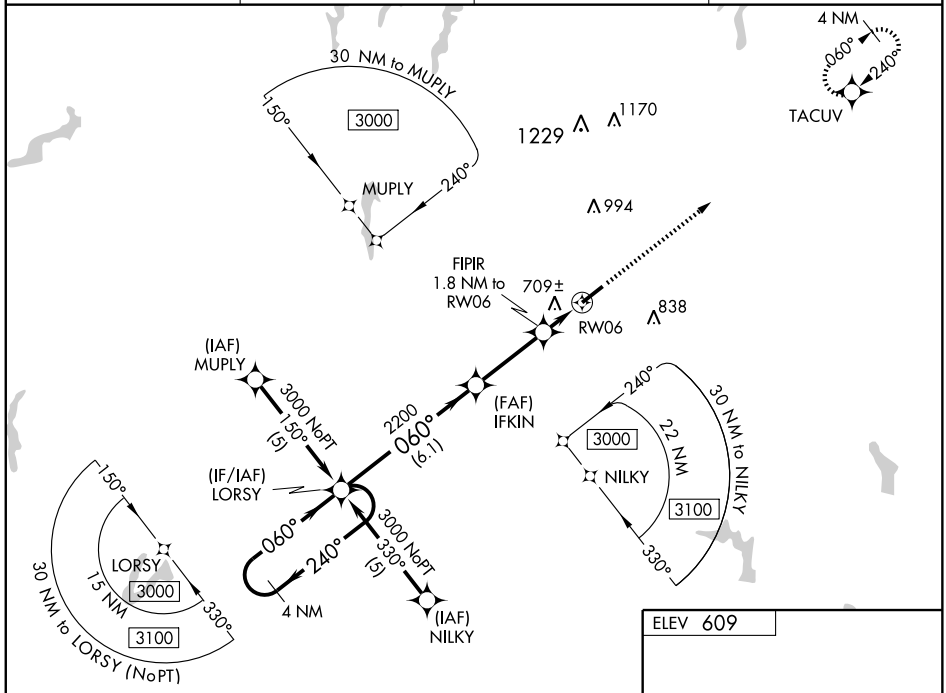
RNAV (GPS) RWY 6

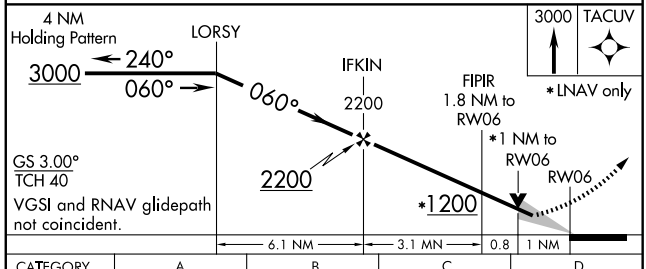
ROXBORO / PERSON COUNTY (TDF)

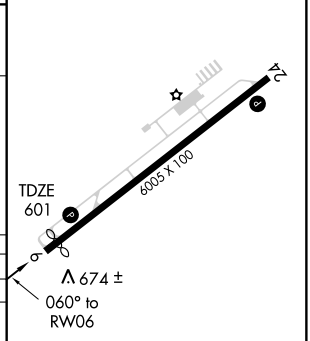
For inoperative MALSR, increase LNAV Cat. D visibility to 1¼ . For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Chapel Hill altimeter setting and increase LPV DA to 864, LNAV/VNAV DA to 1150 and all MDA 80 feet, increase LNAV/VNAV all Cats. and LNAV Cat. C visibility ¼ mile. For inoperative MALSR, when using Chapel Hill altimeter setting, increase LPV all Cats. visibility to 1 mile. Baro-VNAV and VDP NA when using Chapel Hill altimeter setting.

MISSED APPROACH: Climb to 3000 direct TACUV and hold.

AWOS-3	RALEIGH APP CON	GCO	UNICOM
126.725	132.35 256.9	119.7	122.7 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	801-½	200 (200-½)		
LNAV/VNAV DA	1087-1¼	486 (500-1¼)		
LNAV MDA	960-½	359 (400-½)		960-1 359 (400-1)
CIRCLING	1080-1 471 (500-1)		1080-1½ 471 (500-1½)	1160-2 551 (600-2)

MIRL Rwy 6-24 L
REIL Rwys 6 and 24 L

SE-2, 22 OCT 2009 to 19 NOV 2009

WAAS	APP CRS	Rwy Idg	6005
CH 50510	240°	TDZE	609
W24A		Apt Elev	609

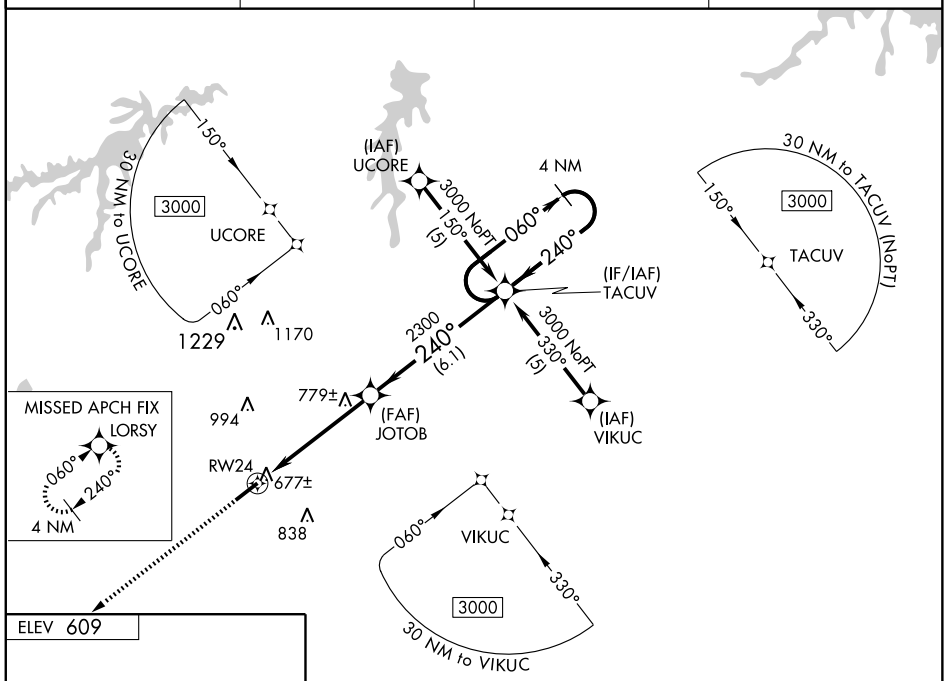
RNAV (GPS) RWY 24

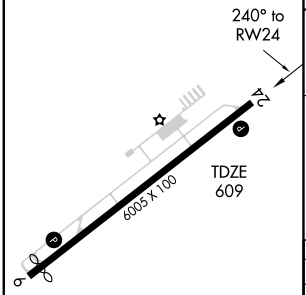
ROXBORO / PERSON COUNTY (TDF)

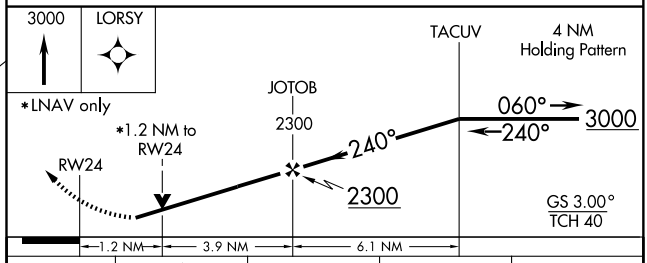
T A For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Chapel Hill altimeter setting and increase LPV DA to 983, LNAV/VNAV DA to 1060, and all MDA 80 feet; increase LPV all Cats., LNAV/VNAV all Cats., and LNAV Cat. C visibility ¼ mile. VDP and Baro-VNAV NA when using Chapel Hill altimeter setting.

MISSED APPROACH: Climb to 3000 direct LORSY and hold.

AWOS-3	RALEIGH APP CON	GCO	UNICOM
126.725	132.35 256.9	119.7	122.7 (CTAF) L





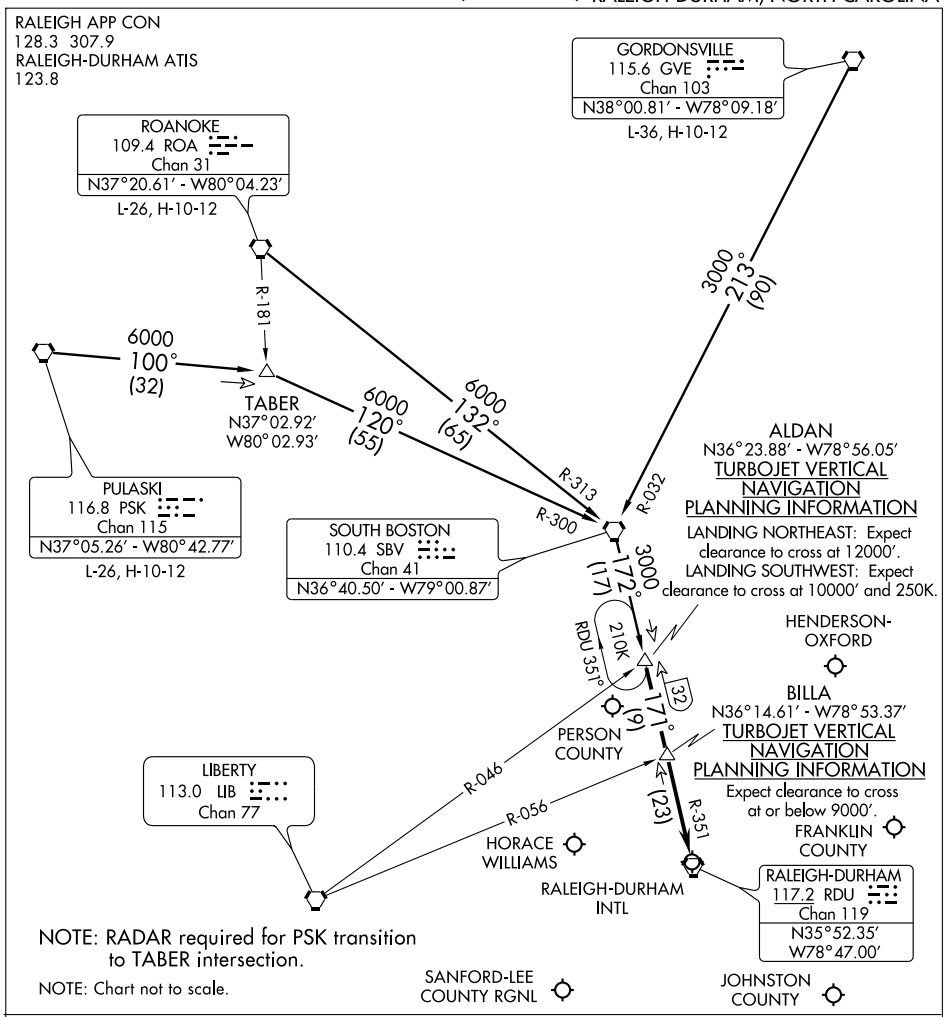


CATEGORY	A	B	C	D
LPV DA	920-1 311 (400-1)			
LNAV/VNAV DA	997-1½ 388 (400-1½)			
LNAV MDA	1040-1 431 (500-1)		1040-1¼ 431 (500-1¼)	1040-1½ 431 (500-1½)
CIRCLING	1080-1 471 (500-1)		1080-1½ 471 (500-1½)	1160-2 551 (600-2)

MIRL Rwy 6-24 L
REIL Rwys 6 and 24 L

SE-2, 22 OCT 2009 to 19 NOV 2009

SOUTH BOSTON FOUR ARRIVAL (SBV.SBV4) RALEIGH-DURHAM, NORTH CAROLINA



GORDONSVILLE TRANSITION (GVE.SBV4): From over GVE VORTAC via GVE R-213 and SBV R-032 to SBV VORTAC, then via SBV R-172 to ALDAN INT. Thence. . . .

PULASKI TRANSITION (PSK.SBV4): From over PSK VORTAC via PSK R-100 and SBV R-300 to SBV VORTAC, then via SBV R-172 to ALDAN INT. Thence. . . .

ROANOKE TRANSITION (ROA.SBV4): From over ROA VORTAC via ROA R-132 and SBV R-313 to SBV VORTAC, then via SBV R-172 to ALDAN INT. Thence . . . .

. . . . From over ALDAN INT via RDU R-351 to BILLA INT, then via RDU R-351 to RDU VORTAC. For arrival to Raleigh-Durham Intl (RDU), Franklin County (LHZ), Horace Williams (IGX), Johnston County (JNX) and Sanford-Lee County Rgnl (TTA) airports: Expect radar vectors to final approach course after BILLA INT.

For arrival to Henderson-Oxford (HNZ) and Person County (TDF) airports: Expect radar vectors to final approach course after ALDAN INT.

SE-2, 22 OCT 2009 to 19 NOV 2009

LOC/DME I-FQD	APP CRS	Rwy Idg	5000
109.55	009°	TDZE	1072
Chan 32(Y)		Apt Elev	1078

LOC RWY 1

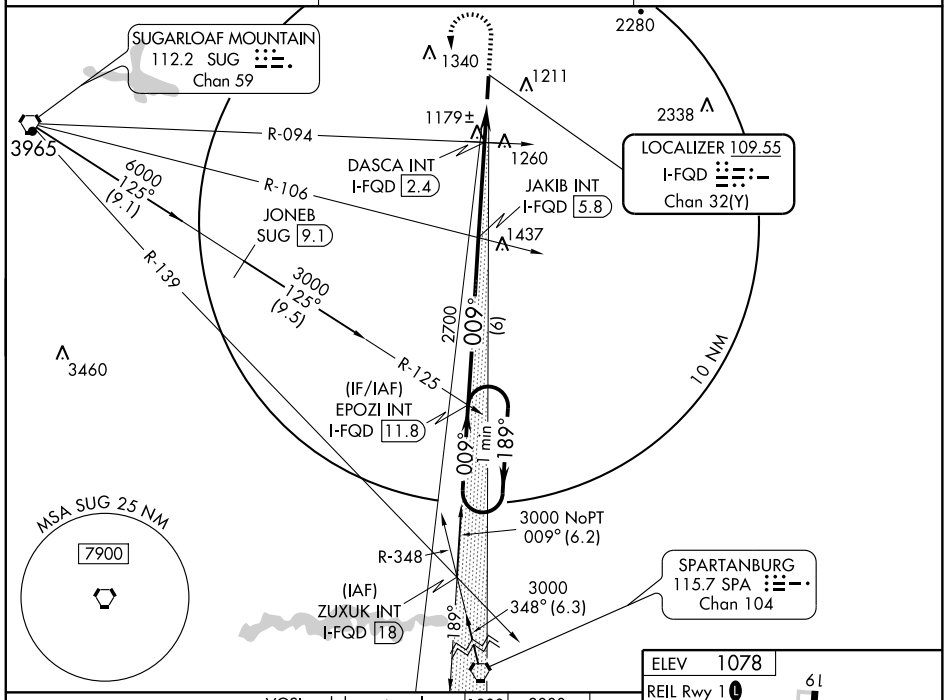
RUTHERFORDTON/ RUTHERFORD CO-MARCHMAN FIELD (FQD)

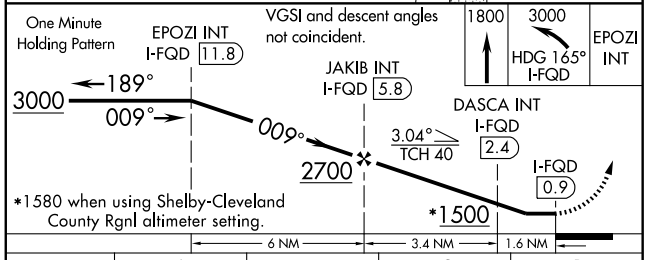
When local altimeter setting not received, use Shelby-Cleveland County Rgnl altimeter setting and increase all MDAs 80 feet and all visibilities ¼ mile.

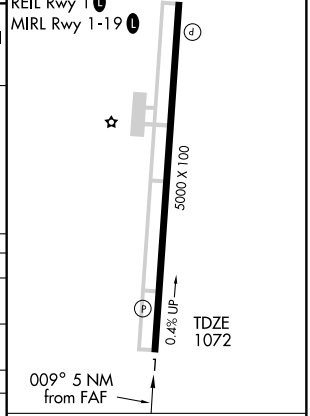
NA

MISSED APPROACH: Climb to 1800 then climbing left turn to 3000 via heading 165° and I-FQD south course to EPOZI INT/I-FQD 11.8 DME and hold.

AWOS-3	GREER APP CON ★	UNICOM
118.275	119.4 350.2	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-1	1500-1	428 (500-1)	1500-1¼ 428 (500-1¼)	1500-1½ 428 (500-1½)
CIRCLING	1560-1	482 (500-1)	1560-1½ 482 (500-1½)	1640-2 562 (600-2)
DASCA FIX MINIMUMS				
S-1	1440-1	368 (400-1)		1440-1¼ 368 (400-1¼)
CIRCLING	1560-1	482 (500-1)	1560-1½ 482 (500-1½)	1640-2 562 (600-2)

FAF to MAP 5 NM

Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

SE-2, 22 OCT 2009 to 19 NOV 2009

APP CRS	Rwy Idg	5000
009°	TDZE	1072
	Apt Elev	1078

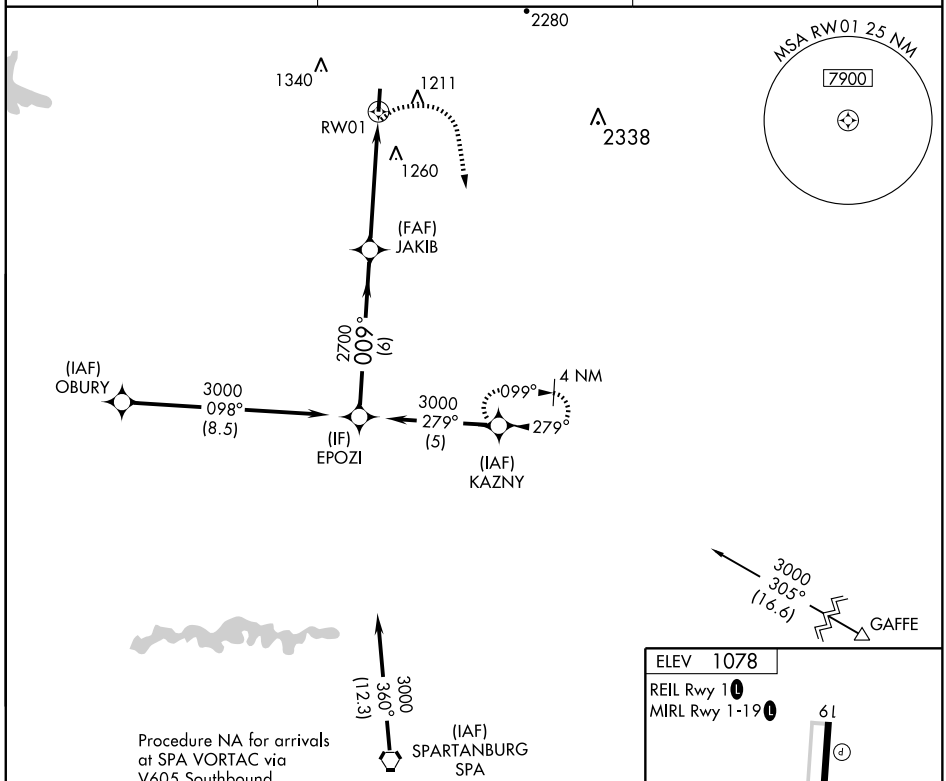
RNAV (GPS) RWY 1

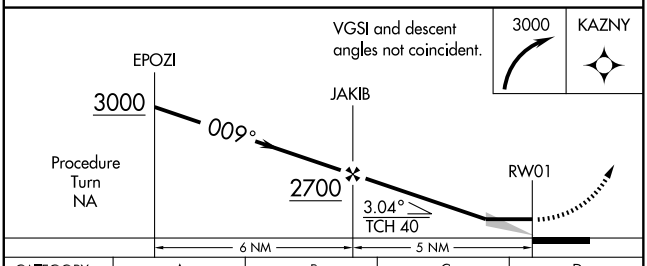
RUTHERFORDTON/RUTHERFORD CO-MARCHMAN FIELD (FQD)

When local altimeter setting not received, use Shelby-Cleveland County Rgnl altimeter setting and increase all MDAs 80 feet and LNAV visibility Cats C and D ¼ mile. DME/DME RNP-0.3 NA.

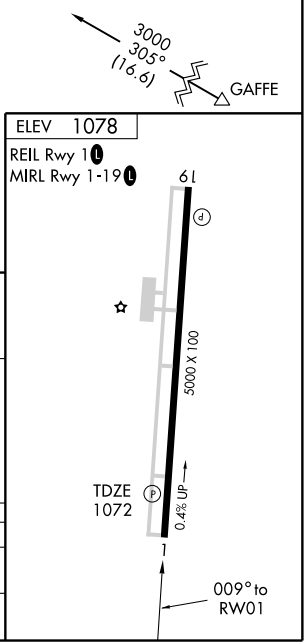
MISSED APPROACH: Climbing right turn to 3000 direct KAZNY and hold.

AWOS-3	GREER APP CON ★	UNICOM
118.275	119.4 350.2	122.8 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	1560-1 488 (500-1)		1560-1¼ 488 (500-1¼)	1560-1½ 488 (500-1½)
CIRCLING	1560-1 482 (500-1)		1560-1½ 482 (500-1½)	1640-2 562 (600-2)



SE-2, 22 OCT 2009 to 19 NOV 2009

LOC I-RUQ	APP CRS		
109.95	202°	Rwy Idg	5501
		TDZE	773
		Apt Elev	773

ILS RWY 20

SALISBURY/ROWAN COUNTY (RUQ)

NA

MALSR

MISSED APPROACH: Climb to 1600 then climbing right turn to 2500 direct ROVDY LOM and hold.

AWOS-3	CHARLOTTE APP CON	CLNC DEL	UNICOM
118.175	128.32 307.8	127.35	122.8 (CTAF)

ADF REQUIRED

BARRETTS MOUNTAIN
110.8 BZM
Chan 45

GREENSBORO
116.2 GSO
Chan 109

2310

3600
108°
(37.5)

1787

2800
236°
(31.3)

022°
157°
337°
202°
022°

LOM/IAF
ROVDY
275 RU

1060

MM

920±

1052

3300
071°
(22.5)
MOPED

10 NM

1849

1125

1454

MSA RU 25 NM
3400

LOCALIZER 109.95
I-RUQ

ELEV 773

202° 5 NM
from FAF

TDZE
773

5501 X 75

MIRL Rwy 2-20
REIL Rwys 2 and 20

FAF to MAP 5 NM					
Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

1600 2500 ROVDY 275

LOM
2424
022°
2500
202°
2500
MM

Remain within 10 NM

GS 3.00°
TCH 46

0.4 4.6 NM

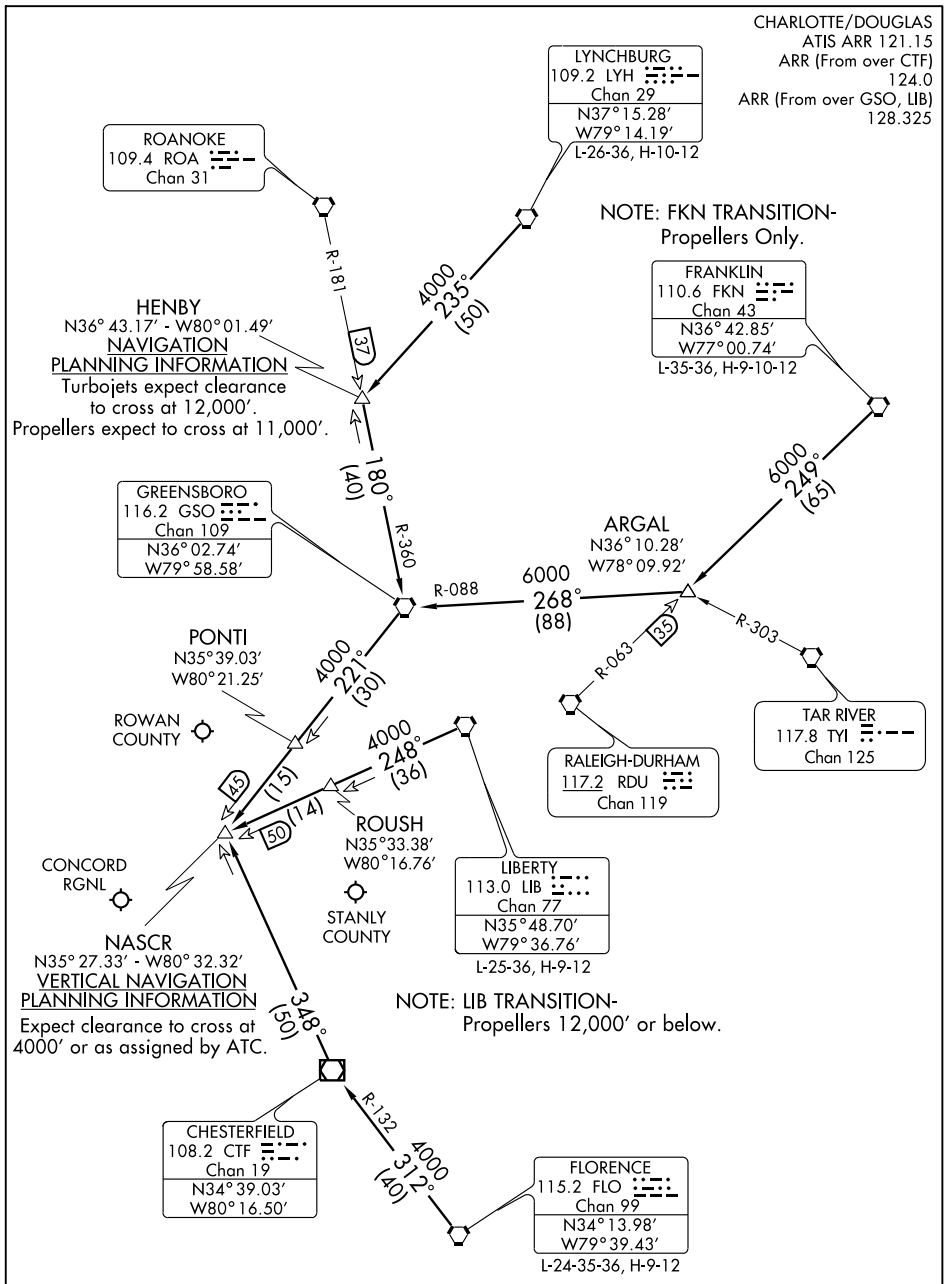
CATEGORY	A	B	C	D
S-ILS 20	973-½ 200 (200-½)			
S-LOC 20	1360-½ 587 (600-½)		1360-1 587 (600-1)	1360-1¼ 587 (600-1¼)
CIRCLING	1360-1 587 (600-1)		1360-1½ 587 (600-1½)	1420-2 647 (700-2)

SE-2, 22 OCT 2009 to 19 NOV 2009

(NASCR.NASCR1) 07298 ST-9155 (FAA)

NASCR ONE ARRIVAL

CONCORD, NORTH CAROLINA



NOTE: DME Required.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

SE-2, 22 OCT 2009 to 19 NOV 2009

NASCR ONE ARRIVAL (NASCR.NASCR1) CONCORD, NORTH CAROLINA

ARRIVAL DESCRIPTION

FLORENCE TRANSITION (FLO.NASCR1): From over FLO VORTAC via FLO R-312 to CTF VOR/DME then via CTF R-348 to NASCR INT. Thence....
FRANKLIN TRANSITION (FKN.NASCR1): From over FKN VORTAC via FKN R-249 to ARGAL INT then via GSO R-088 to GSO VORTAC then via GSO R-221 to NASCR INT. Thence....
LIBERTY TRANSITION (LIB.NASCR1): From over LIB VORTAC via LIB R-248 to NASCR INT. Thence....
LYNCHBURG TRANSITION (LYH.NASCR1): From over LYH VORTAC via LYH R-235 to HENBY INT then via GSO R-360 to GSO VORTAC then via GSO R-221 to NASCR INT. Thence....

....From over NASCR INT expect vectors to final approach course.

SE-2, 22 OCT 2009 to 19 NOV 2009

LOM RU	APP CRS	Rwy Idg	5501
275	202°	TDZE	773
		Apt Elev	773

NDB RWY 20

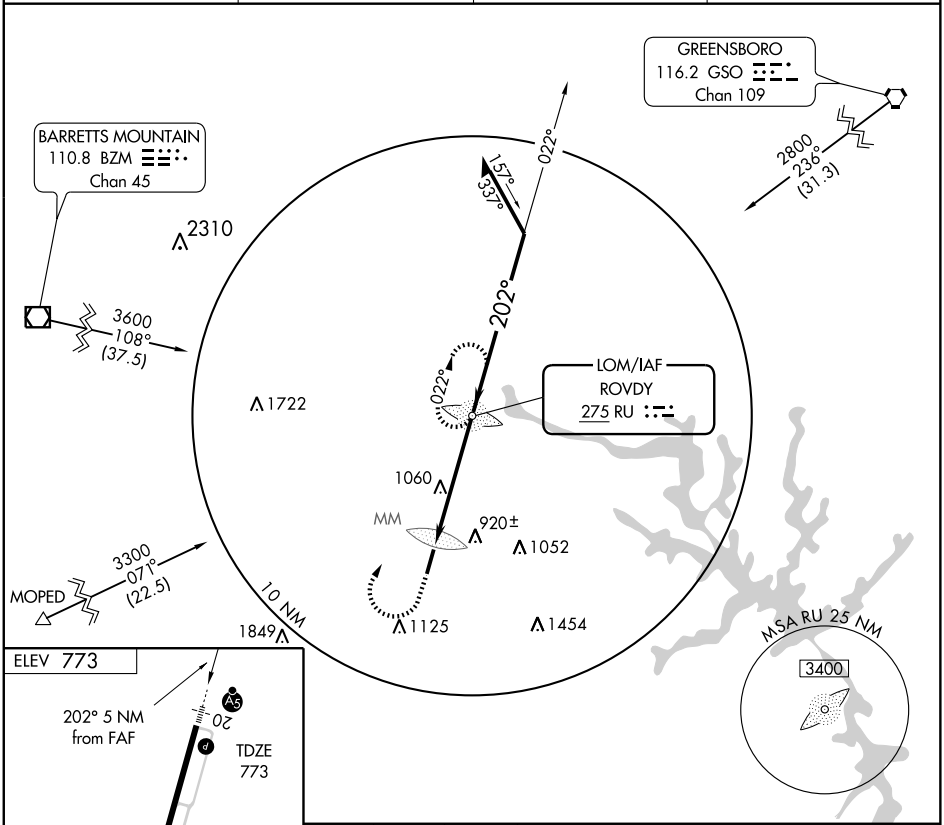
SALISBURY/ROWAN COUNTY (RUQ)

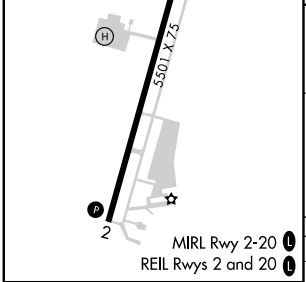
NA

MALSR

MISSED APPROACH: Climb to 1800 then climbing right turn to 2500 direct ROVDY LOM and hold.

AWOS-3	CHARLOTTE APP CON	CLNC DEL	UNICOM
118.175	128.32 307.8	127.35	122.8 (CTAF) L

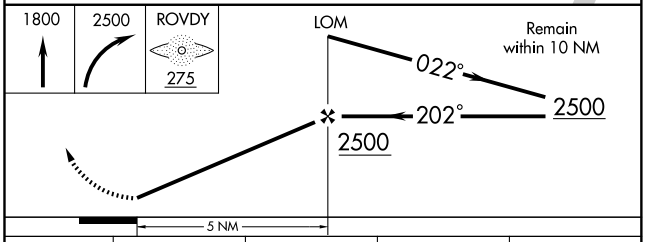




MIRL Rwy 2-20 L

REIL Rwys 2 and 20 L

FAF to MAP 5 NM					
Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40



CATEGORY	A	B	C	D
S-20	1420-¾ 647 (700-¾)		1420-1¼ 647 (700-1¼)	1420-1¾ 647 (700-1¾)
CIRCLING	1420-1 647 (700-1)		1420-1¾ 647 (700-1¾)	1420-2 647 (700-2)

SE-2, 22 OCT 2009 to 19 NOV 2009

APP CRS	Rwy Idg	5501
022°	TDZE	773
	Apt Elev	773

RNAV (GPS) RWY 2

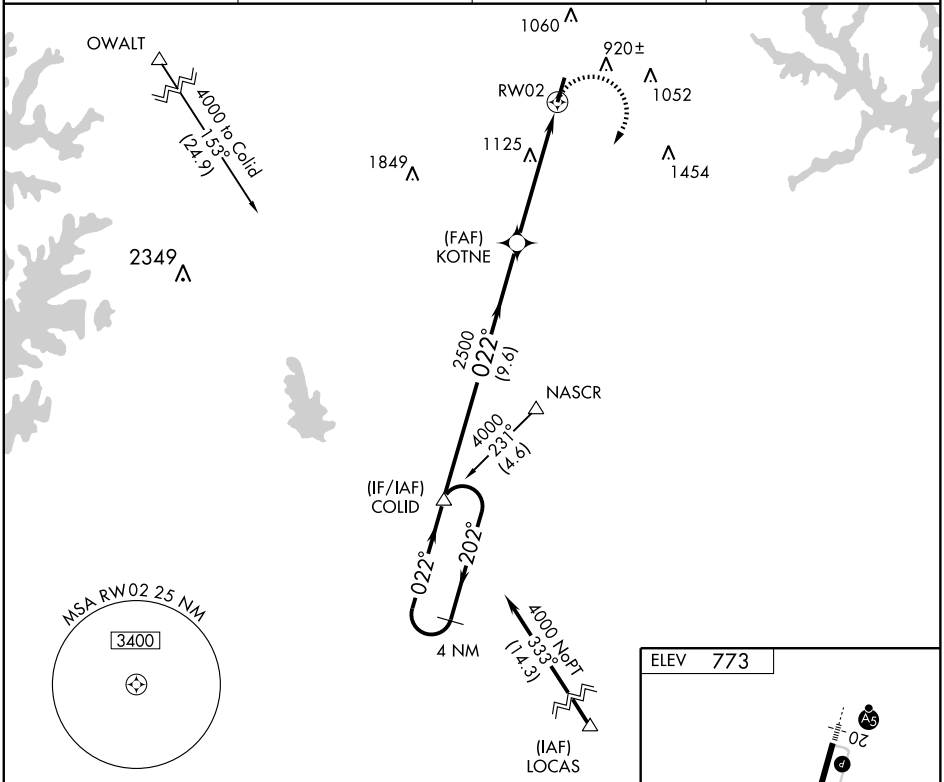
SALISBURY/ROWAN COUNTY (RUQ)

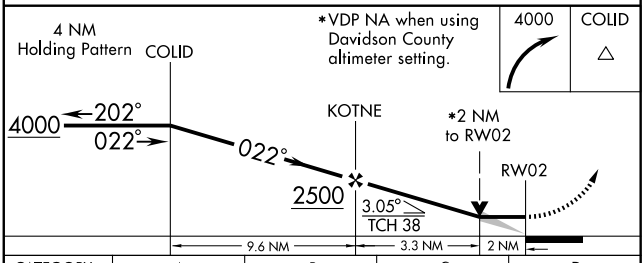
GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA. If local altimeter setting not received, use Davidson County altimeter setting and increase all MDAs 40 feet.

NA

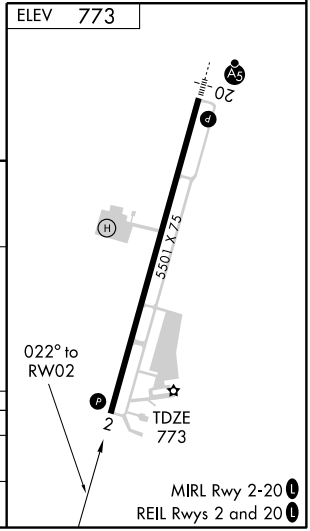
MISSED APPROACH: Climbing right turn to 4000 direct COLID WP and hold.

AWOS-3	CHARLOTTE APP CON	CLNC DEL	UNICOM
118.175	128.32 307.8	127.35	122.8 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	1440-1	667 (700-1)	1440-1¾ 667 (700-1¾)	1440-2 667 (700-2)
CIRCLING	1440-1	667 (700-1)	1440-1¾ 667 (700-1¾)	1440-2 667 (700-2)



SE-2, 22 OCT 2009 to 19 NOV 2009

SALISBURY, NORTH CAROLINA AL-5551 (FAA)

APP CRS	Rwy Idg	5501
202°	TDZE	773
	Apt Elev	773

RNAV (GPS) RWY 20

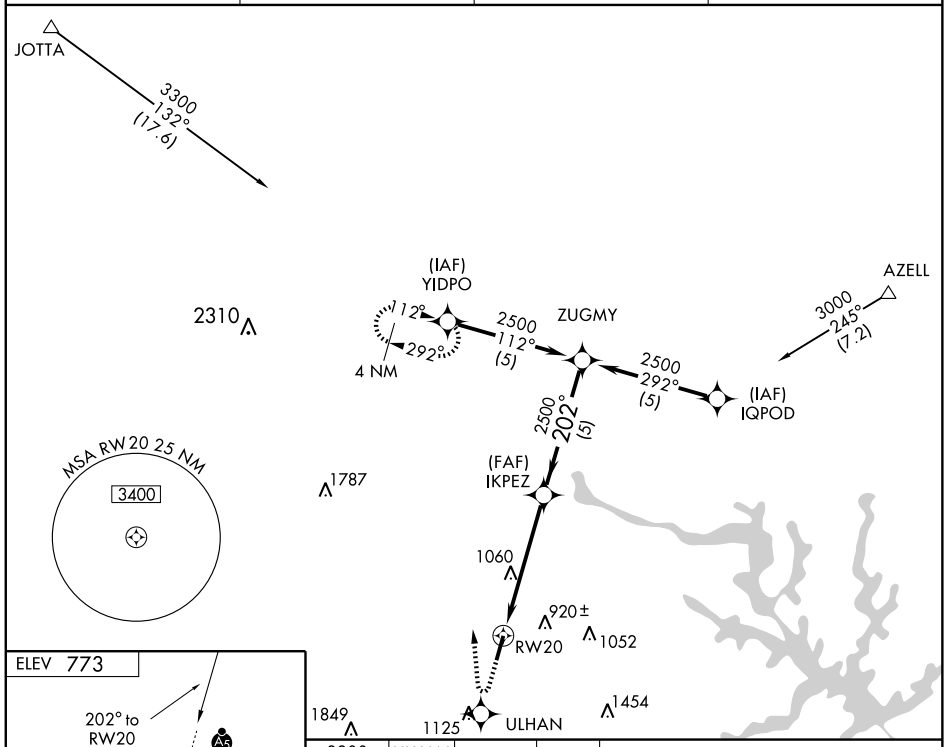
SALISBURY/ ROWAN COUNTY (RUQ)

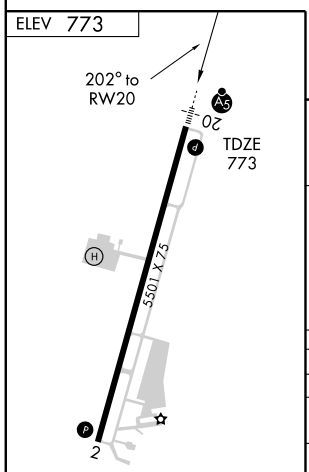
Baro-VNAV NA below -16° C (4° F).
GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA.
For inoperative MALSR, increase LNAV/VNAV Cat D visibility to 1 mile.

MALSR

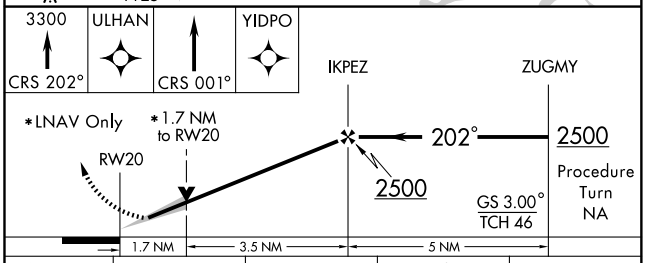
MISSED APPROACH: Climb to 3300 via course 202° to ULHAN WP then via course 001° to YIDPO WP and hold.

AWOS-3	CHARLOTTE APP CON	CLNC DEL	UNICOM
118.175	128.32 307.8	127.35	122.8 (CTAF) L



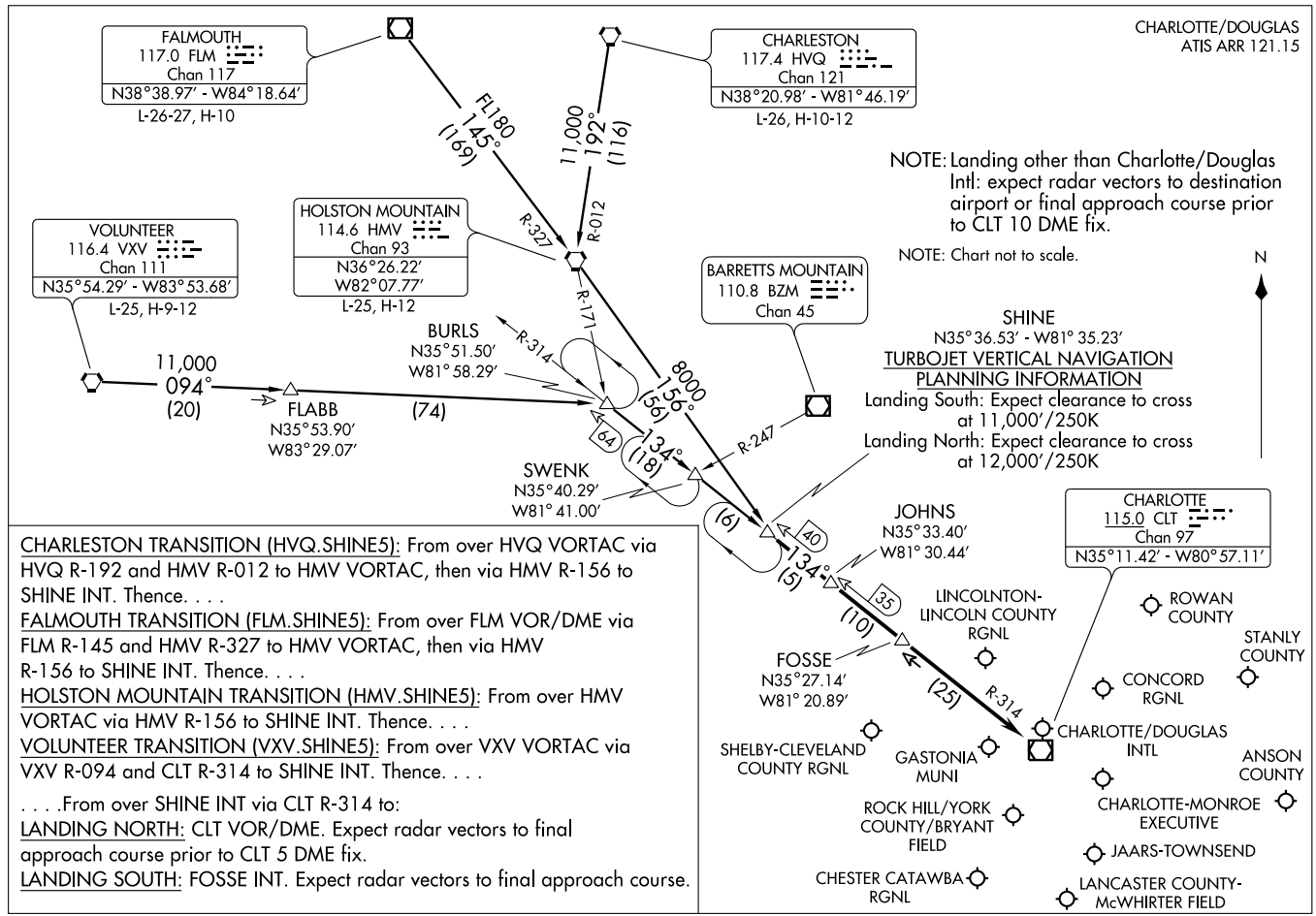


MIRL Rwy 2-20 L
REIL Rwys 2 and 20 L



CATEGORY	A	B	C	D
GLS PA DA	NA			
LNAV/ VNAV DA	1060-½ 287 (300-½)			1060-¾ 287 (300-¾)
LNAV MDA	1360-½ 587 (600-½)		1360-1 587 (600-1)	1360-1¼ 587 (600-1¼)
CIRCLING	1360-1 587 (600-1)		1360-1½ 587 (600-1½)	1420-2 647 (700-2)

SE-2, 22 OCT 2009 to 19 NOV 2009



CHARLESTON TRANSITION (HVQ.SHINE5): From over HVQ VORTAC via HVQ R-192 and HMV R-012 to HMV VORTAC, then via HMV R-156 to SHINE INT. Thence. . . .

FALMOUTH TRANSITION (FLM.SHINE5): From over FLM VOR/DME via FLM R-145 and HMV R-327 to HMV VORTAC, then via HMV R-156 to SHINE INT. Thence. . . .

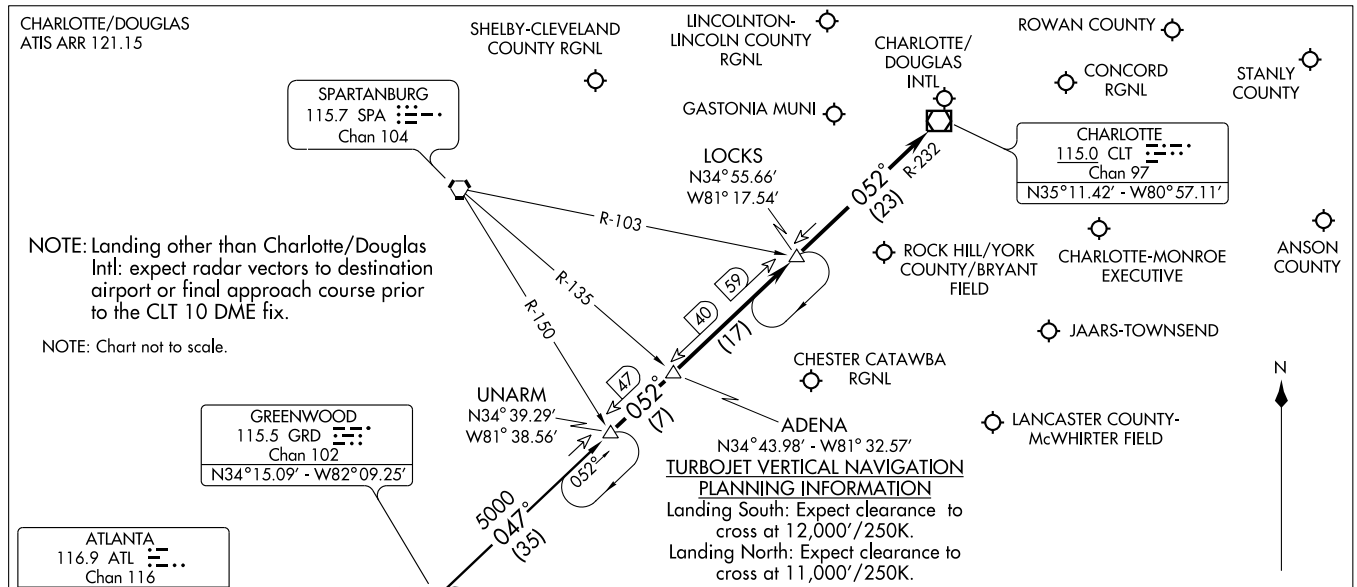
HOLSTON MOUNTAIN TRANSITION (HMV.SHINE5): From over HMV VORTAC via HMV R-156 to SHINE INT. Thence. . . .

VOLUNTEER TRANSITION (VXV.SHINE5): From over VXV VORTAC via VXV R-094 and CLT R-314 to SHINE INT. Thence. . . .

. . . .From over SHINE INT via CLT R-314 to:

LANDING NORTH: CLT VOR/DME. Expect radar vectors to final approach course prior to CLT 5 DME fix.

LANDING SOUTH: FOSSE INT. Expect radar vectors to final approach course.



NOTE: Landing other than Charlotte/Douglas Intl: expect radar vectors to destination airport or final approach course prior to the CLT 10 DME fix.

NOTE: Chart not to scale.

TURBOJET VERTICAL NAVIGATION PLANNING INFORMATION
Landing South: Expect clearance to cross at 12,000′/250K.
Landing North: Expect clearance to cross at 11,000′/250K.

TURBOJET VERTICAL NAVIGATION PLANNING INFORMATION
Expect clearance to cross at FL240

ATLANTA TRANSITION (ATL.UNARM1): From over ATL VORTAC via ATL R-071 and GRD R-254 to GRD VORTAC. Then via GRD R-047 and CLT R-232 to UNARM INT. Thence. . . .

COLLIERS TRANSITION (IRQ.UNARM1): From over IRQ VORTAC via IRQ R-005 and GRD R-182 to GRD VORTAC. Then via GRD R-047 and CLT R-232 to UNARM INT. Thence. . . .

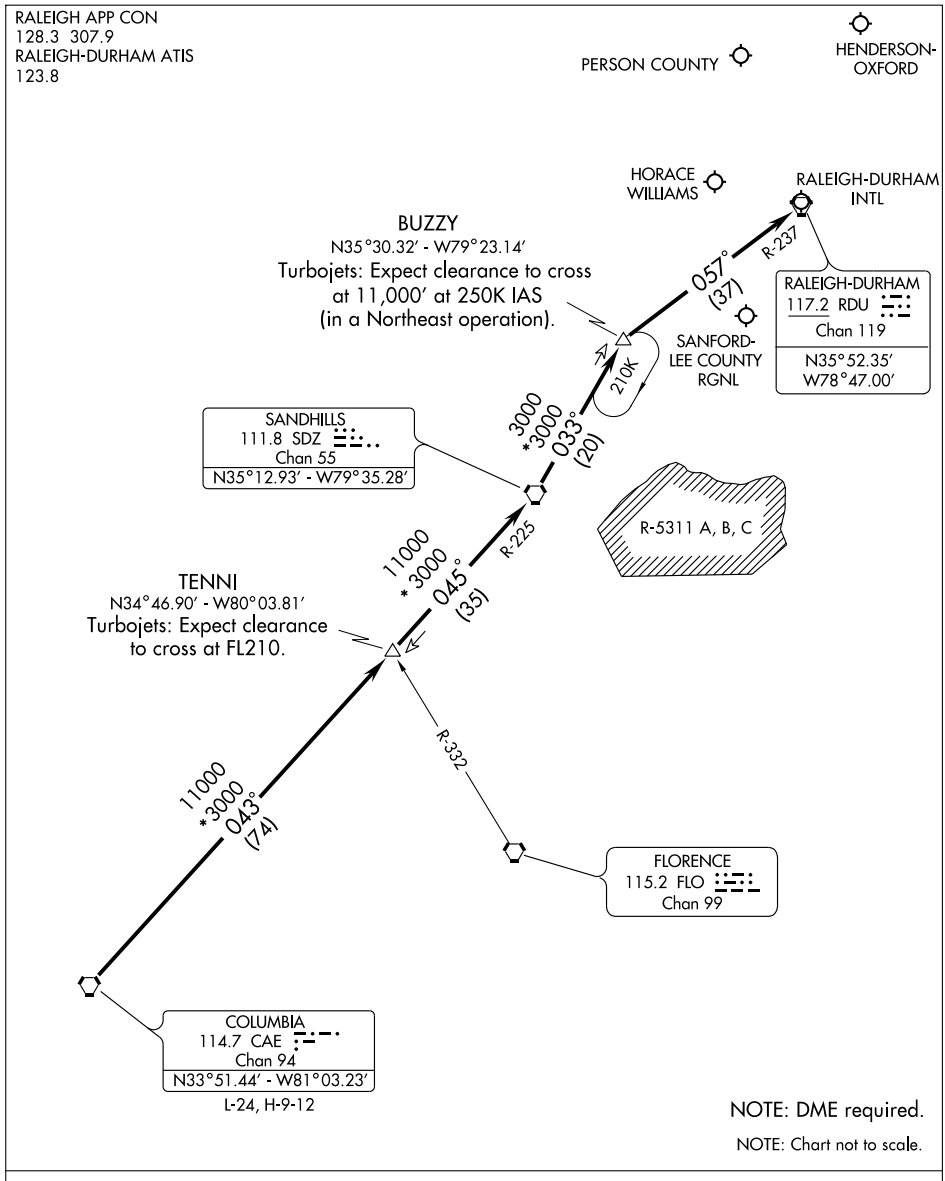
. . . . From over UNARM INT via CLT R-232 to:

LANDING NORTH: LOCKS INT. Expect radar vectors to final approach course.

LANDING SOUTH: CLT VOR/DME. Expect radar vectors to final approach course prior to CLT 5 DME fix.

BUZZY SIX ARRIVAL (BUZZY.BUZZY6)

RALEIGH/DURHAM, NORTH CAROLINA



From over Columbia (CAE) via CAE R-043 and Sandhills (SDZ) R-225 to SDZ. Thence via SDZ R-033 to BUZZY INT. Thence via Raleigh-Durham (RDU) R-237 to RDU. Expect radar vectors to final approach course after BUZZY INT.

SE-2, 22 OCT 2009 to 19 NOV 2009

LOC/DME I-TTA	APP CRS	Rwy Idg 6500
110.75	029°	TDZE 246
Chan 44 (Y)		Apt Elev 247

ILS RWY 3

SANFORD-LEE COUNTY RGNL (TTA)

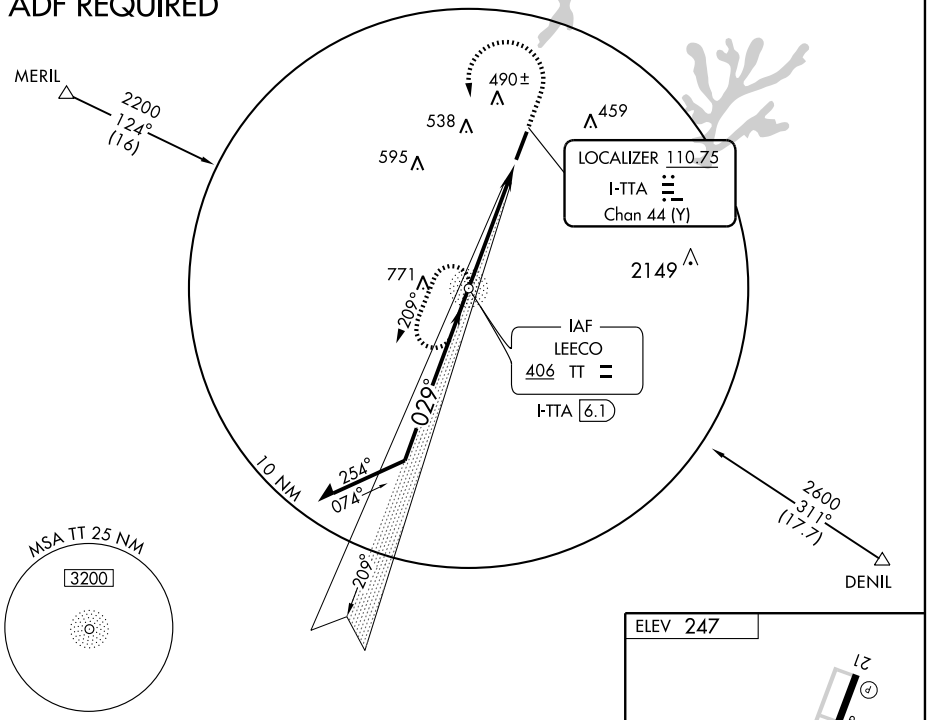
NA

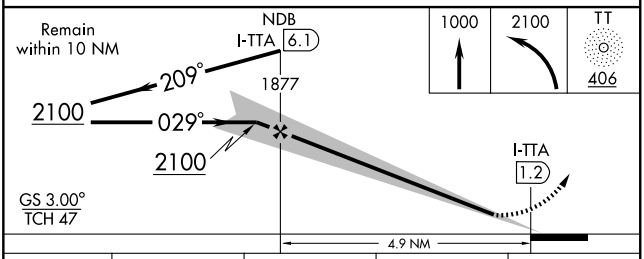
MALSR

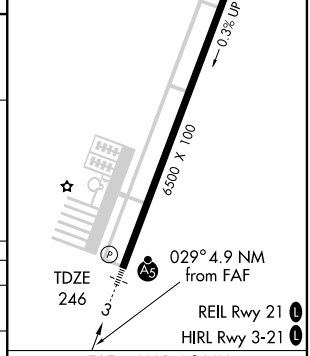
MISSED APPROACH: Climb to 1000 then climbing left turn to 2100 direct LEECO NDB and hold.

AWOS-3	RALEIGH APP CON	UNICOM	GCO
120.625	125.3 380.05	123.075 (CTAF) L	135.075

ADF REQUIRED







CATEGORY	A	B	C	D
S-ILS 3	446-½ 200 (200-½)			
S-LOC 3	740-½ 494 (500-½)		740-¾ 494 (500-¾)	740-1 494 (500-1)
CIRCLING	760-1 513 (600-1)	800-1 553 (600-1)	840-1½ 593 (600-1½)	840-2 593 (600-2)

FAF to MAP 4.9 NM

Knots	60	90	120	150	180
Min:Sec	4:54	3:16	2:27	1:58	1:38

SE-2, 22 OCT 2009 to 19 NOV 2009

SANFORD, NORTH CAROLINA AL-9472 (FAA)

APP CRS	Rwy Idg	6500
029°	TDZE	246
	Apt Elev	247

RNAV (GPS) RWY 3

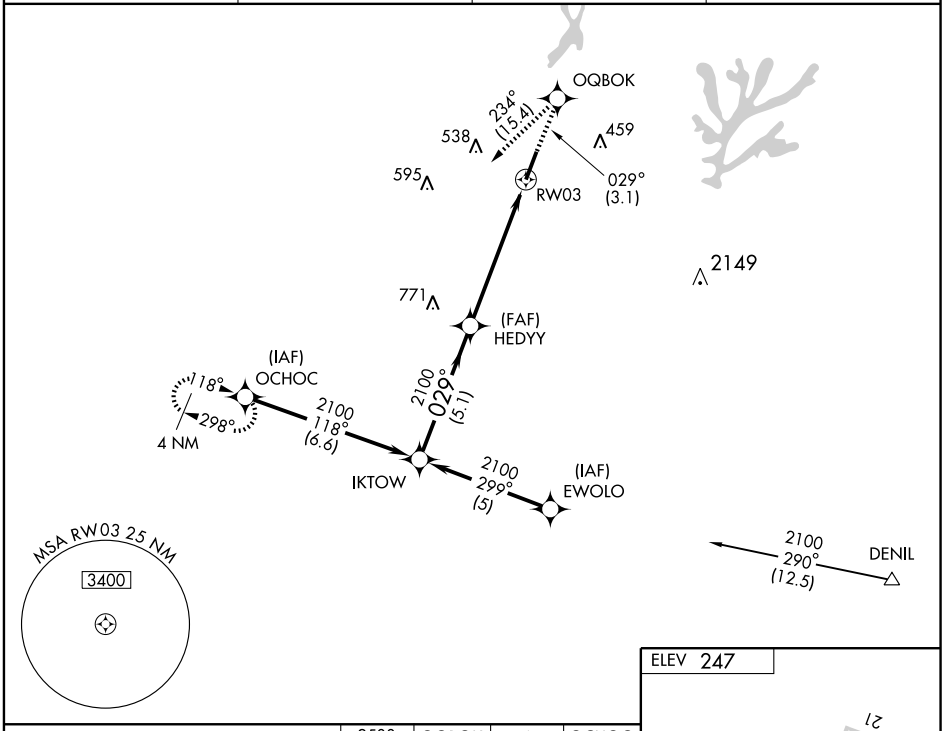
SANFORD-LEE COUNTY RGNL (TTA)

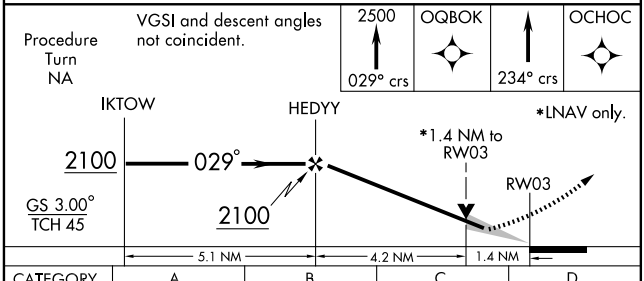
Baro-VNAV NA below -15°C (5°F).
GPS or RNP-0.3 Required.
DME/DME RNP-0.3 NA.

MALSR

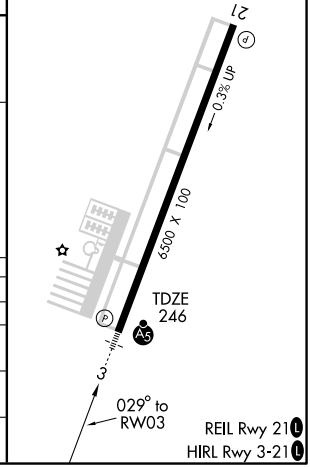
MISSED APPROACH: Climb to 2500 via 029° course to OQBOK WP then via 234° course to OCHOC WP and hold.

AWOS-3	RALEIGH APP CON	UNICOM	GCO
120.625	125.3 380.05	123.075 (CTAF) L	135.075





CATEGORY	A	B	C	D
GLS PA DA	NA			
LNAV/VNAV DA	680-1 434 (500-1)			
LNAV MDA	740-½ 494 (500-½)		740-¾ 494 (500-¾)	740-1 494 (500-1)
CIRCLING	760-1½ 513 (600-1½)	800-1½ 553 (600-1½)	840-1½ 593 (600-1½)	840-2 593 (600-2)



SE-2, 22 OCT 2009 to 19 NOV 2009

SANFORD, NORTH CAROLINA AL-9472 (FAA)

APP CRS	Rwy Idg	6500
209°	TDZE	227
	Apt Elev	247

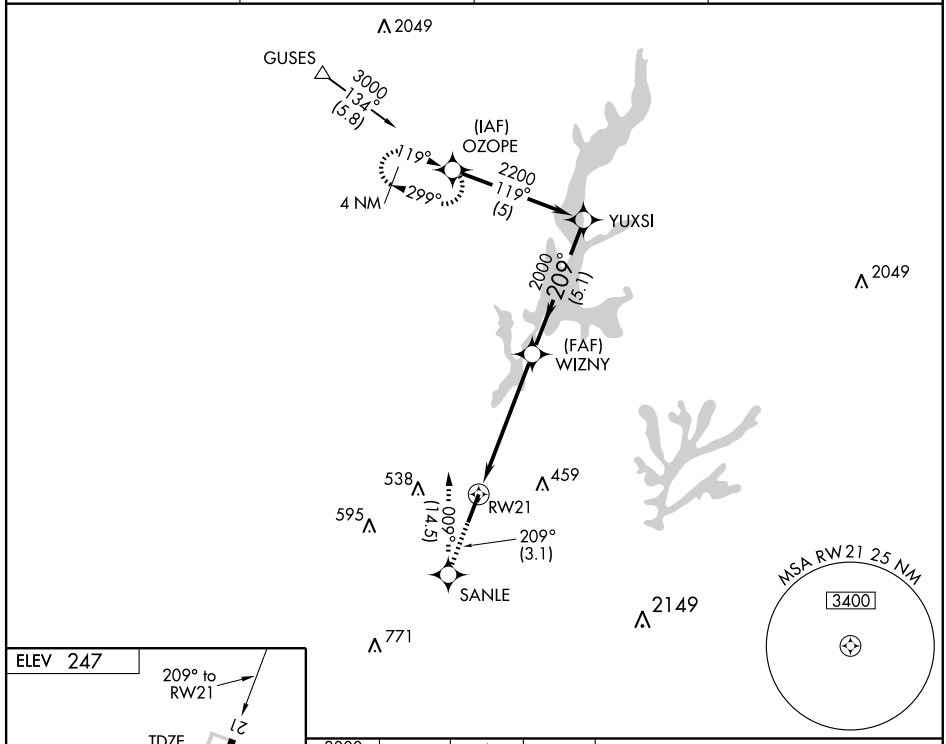
RNAV (GPS) RWY 21

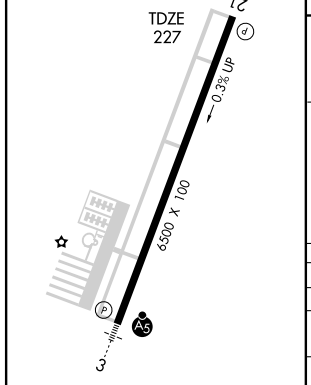
SANFORD-LEE COUNTY RGNL (TTA)

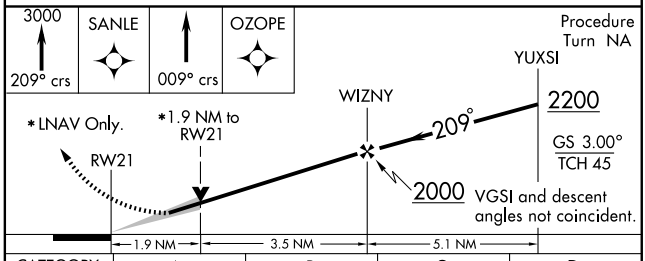
Baro-VNAV NA below -15°C (5°F).
NA GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3000 via 209° course to SANLE WP then via 009° course to OZOPE WP and hold.

AWOS-3	RALEIGH APP CON	UNICOM	GCO
120.625	125.3 380.05	123.075 (CTAF) L	135.075



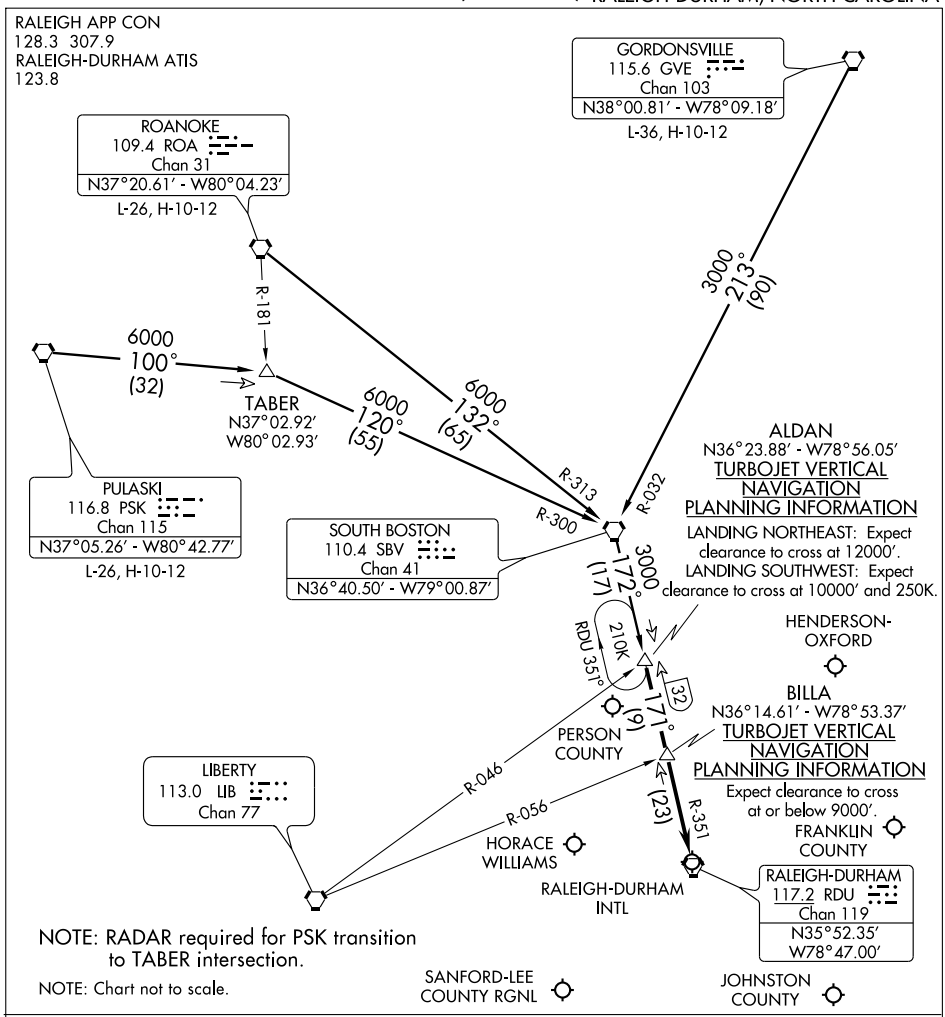




CATEGORY	A	B	C	D
GLS PA DA	NA			
LNAV/VNAV DA	660-1½ 433 (500-1½)			
LNAV MDA	860-1 633 (700-1)		860-1¾ 633 (700-1¾)	860-2 633 (700-2)
CIRCLING	860-1½ 613 (700-1½)		860-1¾ 613 (700-1¾)	860-2 613 (700-2)

SE-2, 22 OCT 2009 to 19 NOV 2009

SOUTH BOSTON FOUR ARRIVAL (SBV.SBV4) RALEIGH-DURHAM, NORTH CAROLINA



GORDONSVILLE TRANSITION (GVE.SBV4): From over GVE VORTAC via GVE R-213 and SBV R-032 to SBV VORTAC, then via SBV R-172 to ALDAN INT. Thence. . . .

PULASKI TRANSITION (PSK.SBV4): From over PSK VORTAC via PSK R-100 and SBV R-300 to SBV VORTAC, then via SBV R-172 to ALDAN INT. Thence. . . .

ROANOKE TRANSITION (ROA.SBV4): From over ROA VORTAC via ROA R-132 and SBV R-313 to SBV VORTAC, then via SBV R-172 to ALDAN INT. Thence . . . .

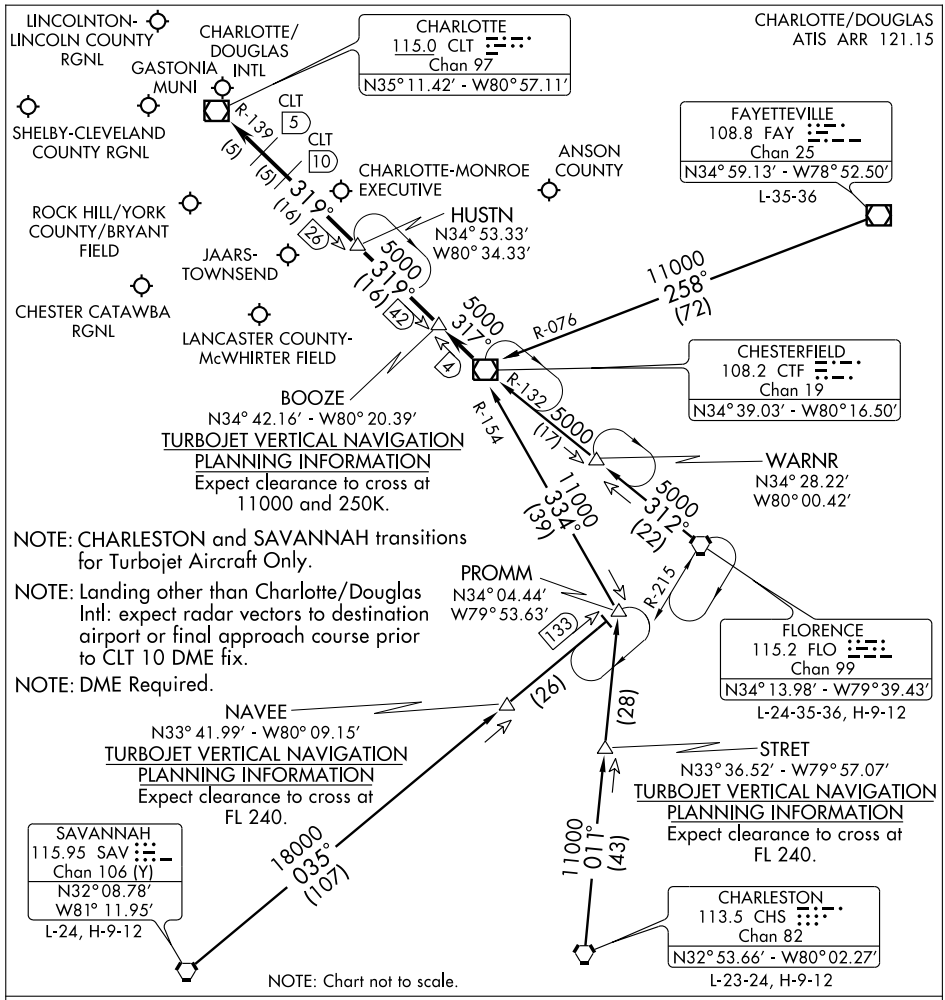
. . . . From over ALDAN INT via RDU R-351 to BILLA INT, then via RDU R-351 to RDU VORTAC. For arrival to Raleigh-Durham Intl (RDU), Franklin County (LHZ), Horace Williams (IGX), Johnston County (JNX) and Sanford-Lee County Rgnl (TTA) airports: Expect radar vectors to final approach course after BILLA INT.

For arrival to Henderson-Oxford (HNZ) and Person County (TDF) airports: Expect radar vectors to final approach course after ALDAN INT.

SE-2, 22 OCT 2009 to 19 NOV 2009

CHESTERFIELD THREE ARRIVAL

CHARLOTTE, NORTH CAROLINA



CHARLESTON TRANSITION (CHS.CTF3): From over CHS VORTAC via CHS R-011 to PROMM INT then via CTF R-154 to CTF VOR/DME. Thence....

FAYETTEVILLE TRANSITION (FAY.CTF3): From over FAY VOR/DME via FAY R-258 and CTF R-076 to CTF VOR/DME. Thence....

FLORENCE TRANSITION (FLO.CTF3): From over FLO VORTAC via FLO R-312 and CTF R-132 to CTF VOR/DME. Thence....

SAVANNAH TRANSITION (SAV.CTF3): From over SAV VORTAC via SAV R-035 to PROMM INT then via CTF R-154 to CTF VOR/DME. Thence....

. . . .From over CTF VOR/DME via CTF R-317 to BOOZE, then via CLT R-139 to:

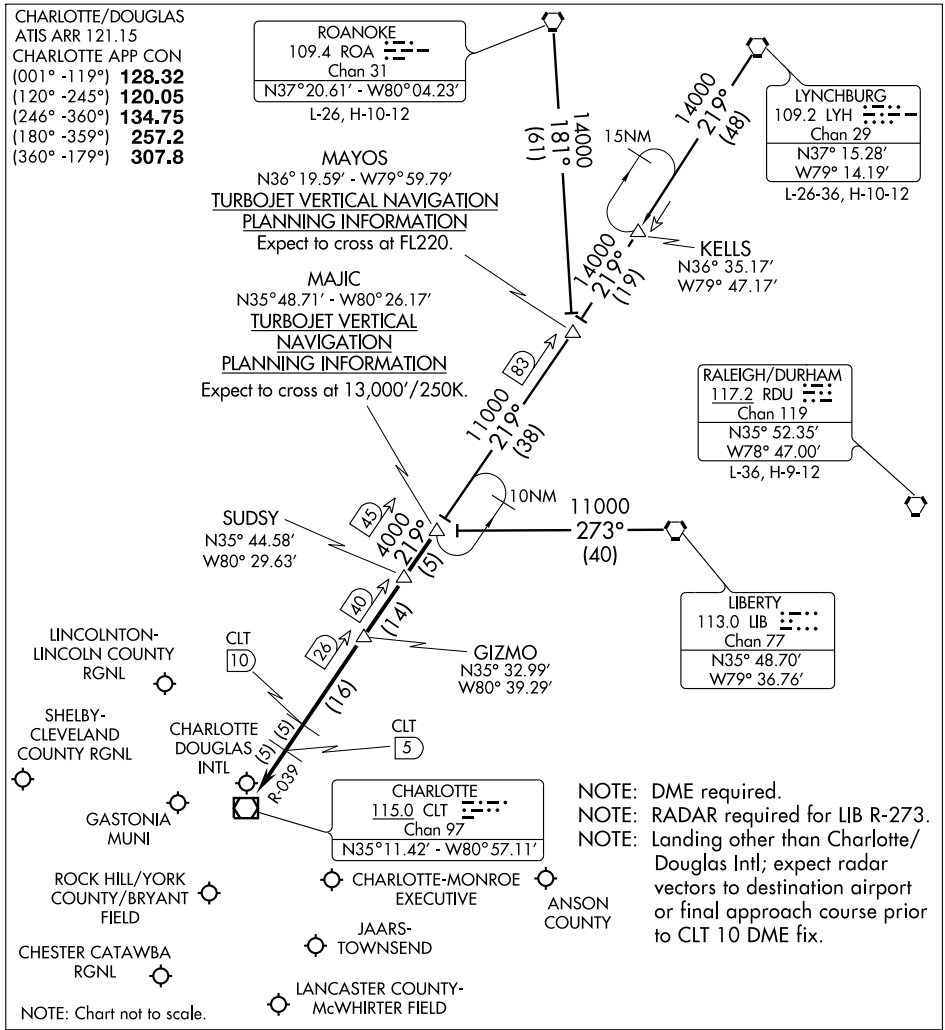
(LANDING NORTH) HUSTN INT: Expect radar vectors to final approach course.

(LANDING SOUTH) CLT VOR/DME: Expect radar vectors to final approach course prior to CLT 5 DME fix.

SE-2, 22 OCT 2009 to 19 NOV 2009

MAJIC ONE ARRIVAL

CHARLOTTE, NORTH CAROLINA



LIBERTY TRANSITION (LIB.MAJIC1): From over LIB VORTAC via LIB R-273 to MAJIC INT. Thence. . . .

LYNCHBURG TRANSITION (LYH.MAJIC1): From over LYH VORTAC via LYH R-219 and CLT R-039 to MAJIC INT. Thence. . . .

ROANOKE TRANSITION (ROA.MAJIC1): From over ROA VORTAC via ROA R-181 and CLT R-039 to MAJIC INT. Thence. . . .

. . . .From over MAJIC via CLT R-039 to:

LANDING NORTH: CLT VOR/DME. Expect radar vectors to final approach course prior to the CLT 5 DME fix.

LANDING SOUTH: GIZMO. Expect radar vectors to final approach course.

SE-2, 22 OCT 2009 to 19 NOV 2009

NDB SLP	APP CRS	Rwy Idg	5002
417	218°	TDZE	847
		Apt Elev	847

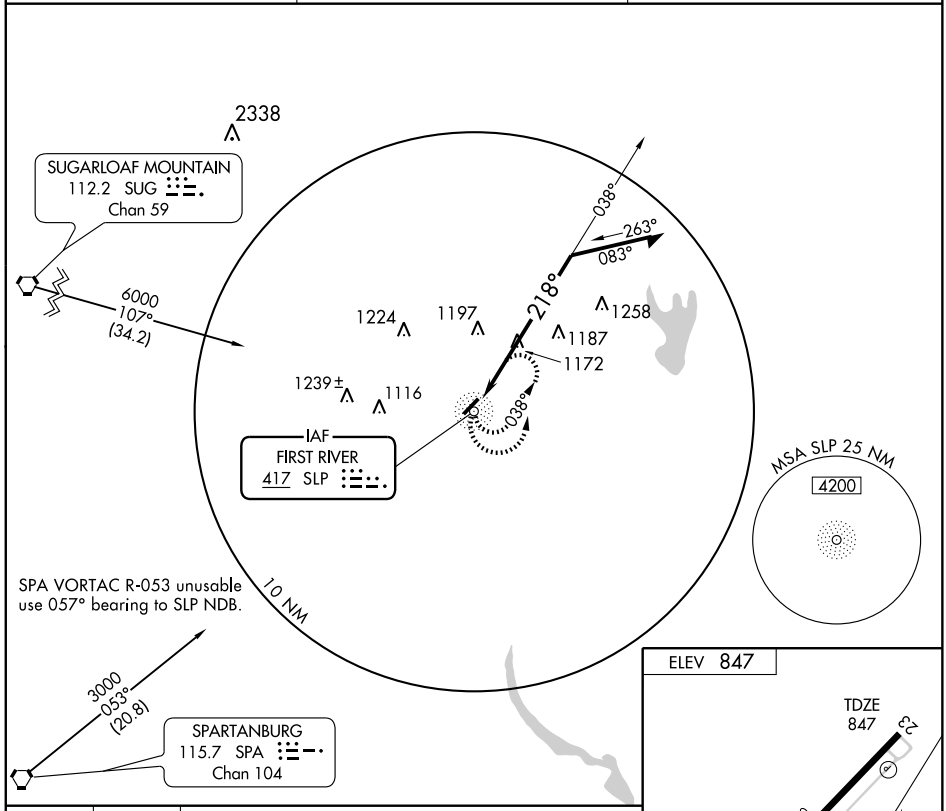
NDB RWY 23

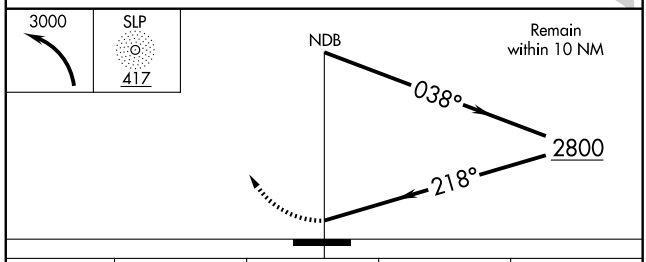
SHELBY - CLEVELAND COUNTY RGNL (EHO)

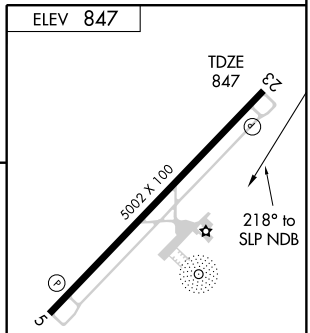
T A Visibility reduction by helicopters NA. When local altimeter setting not received, use Charlotte altimeter setting and increase all MDA 100 feet and S-23 Cat. C and D visibility ¼ mile and Circling Cat. C and D visibility ¼ mile.

MISSED APPROACH: Climbing left turn to 3000 in SLP NDB holding pattern.

AWOS-3	CHARLOTTE APP CON	UNICOM
118.425	134.75 257.2	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-23	1620-1 773 (800-1)	1620-1¼ 773 (800-1¼)	1620-2¼ 773 (800-2¼)	1620-2½ 773 (800-2½)
CIRCLING	1620-1 773 (800-1)	1620-1¼ 773 (800-1¼)	1620-2¼ 773 (800-2¼)	1620-2½ 773 (800-2½)

MIRL Rwy 5-23 L

SE-2, 22 OCT 2009 to 19 NOV 2009

APP CRS	Rwy Idg	5002
050°	TDZE	847
	Apt Elev	847

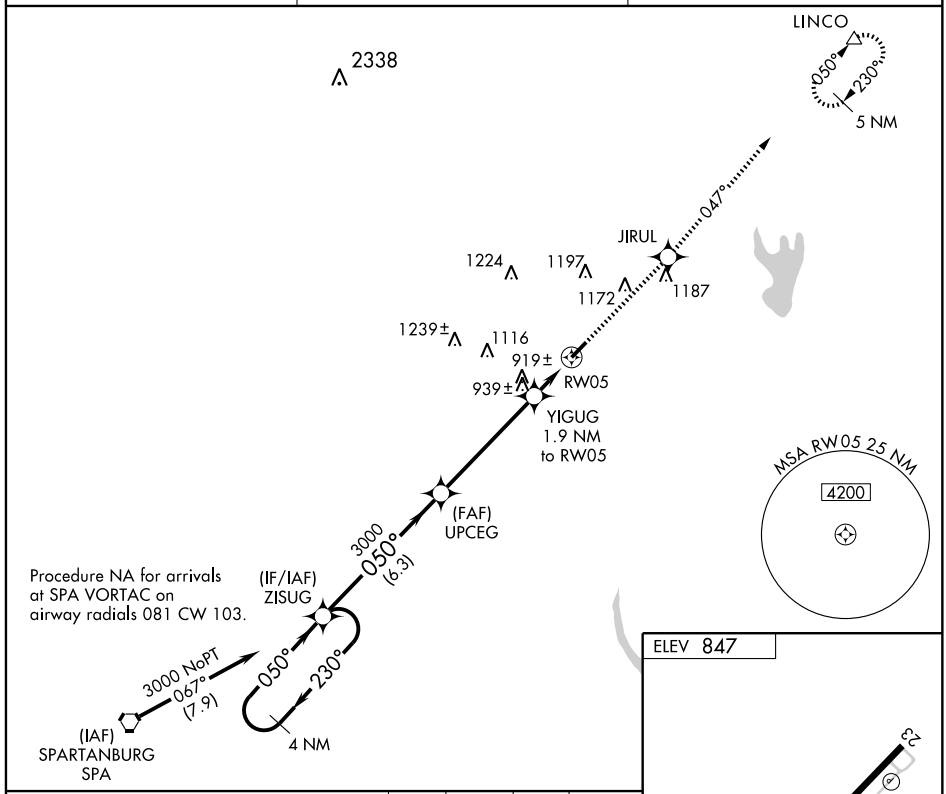
RNAV (GPS) RWY 5

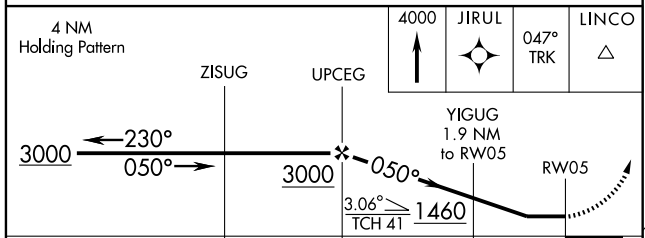
SHELBY - CLEVELAND COUNTY RGNL (EHO)

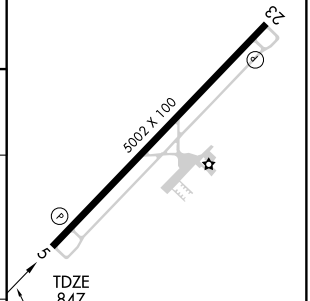
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received use Charlotte altimeter setting and increase all MDA 100 feet and LNAV Cat. C and Circling Cat. D visibility ¼ mile and LNAV Cat. D visibility ½ mile.

MISSED APPROACH: Climb to 4000 direct JIRUL and via 047° track to LINCO and hold.

AWOS-3	CHARLOTTE APP CON	UNICOM
118.425	134.75 257.2	122.8 (CTAF) L



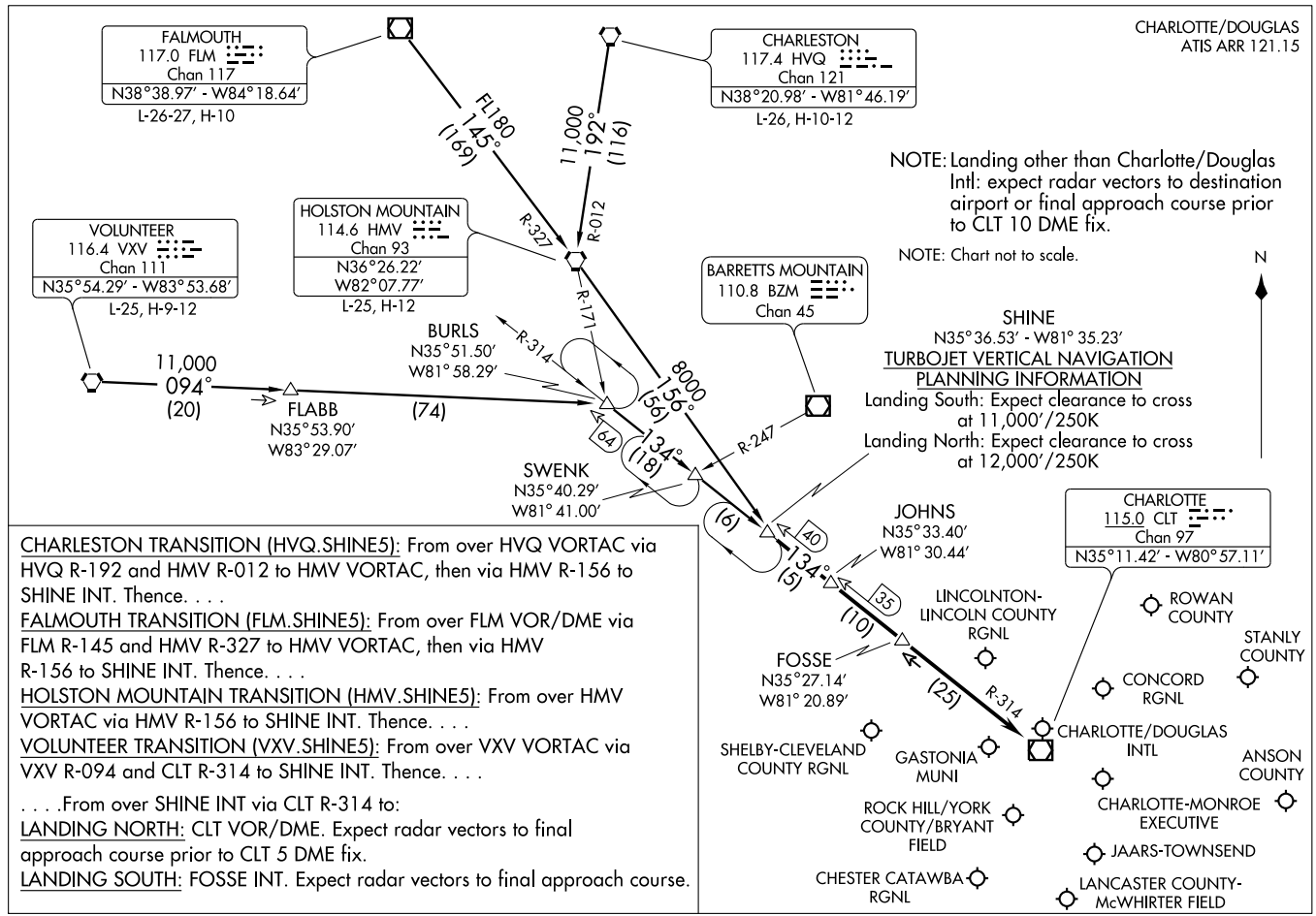




CATEGORY	A	B	C	D
LNAV MDA	1180-1 333 (400-1)			
CIRCLING	1240-1 393 (400-1)	1300-1 453 (500-1)	1300-1½ 453 (500-1½)	1480-2 633 (700-2)

MIRL Rwy 5-23 L

SE-2, 22 OCT 2009 to 19 NOV 2009



CHARLESTON TRANSITION (HVQ.SHINE5): From over HVQ VORTAC via HVQ R-192 and HMV R-012 to HMV VORTAC, then via HMV R-156 to SHINE INT. Thence. . . .

FALMOUTH TRANSITION (FLM.SHINE5): From over FLM VOR/DME via FLM R-145 and HMV R-327 to HMV VORTAC, then via HMV R-156 to SHINE INT. Thence. . . .

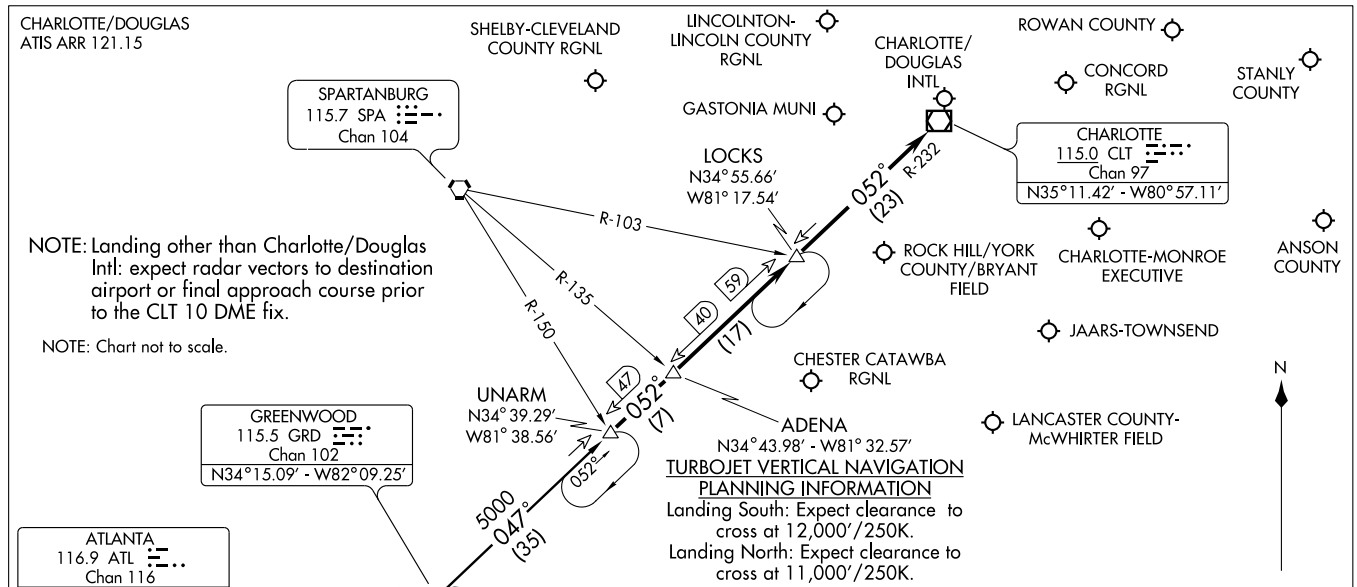
HOLSTON MOUNTAIN TRANSITION (HMV.SHINE5): From over HMV VORTAC via HMV R-156 to SHINE INT. Thence. . . .

VOLUNTEER TRANSITION (VXV.SHINE5): From over VXV VORTAC via VXV R-094 and CLT R-314 to SHINE INT. Thence. . . .

. . . .From over SHINE INT via CLT R-314 to:

LANDING NORTH: CLT VOR/DME. Expect radar vectors to final approach course prior to CLT 5 DME fix.

LANDING SOUTH: FOSSE INT. Expect radar vectors to final approach course.



NOTE: Landing other than Charlotte/Douglas Intl: expect radar vectors to destination airport or final approach course prior to the CLT 10 DME fix.

NOTE: Chart not to scale.

TURBOJET VERTICAL NAVIGATION PLANNING INFORMATION
Landing South: Expect clearance to cross at 12,000′/250K.
Landing North: Expect clearance to cross at 11,000′/250K.

TURBOJET VERTICAL NAVIGATION PLANNING INFORMATION
Expect clearance to cross at FL240

ATLANTA TRANSITION (ATL.UNARM1): From over ATL VORTAC via ATL R-071 and GRD R-254 to GRD VORTAC. Then via GRD R-047 and CLT R-232 to UNARM INT. Thence. . . .

COLLIERS TRANSITION (IRQ.UNARM1): From over IRQ VORTAC via IRQ R-005 and GRD R-182 to GRD VORTAC. Then via GRD R-047 and CLT R-232 to UNARM INT. Thence. . . .

. . . . From over UNARM INT via CLT R-232 to:

LANDING NORTH: LOCKS INT. Expect radar vectors to final approach course.

LANDING SOUTH: CLT VOR/DME. Expect radar vectors to final approach course prior to CLT 5 DME fix.

NDB TOX	APP CRS	Rwy Idg	5000
371	218°	TDZE	614
		Apt Elev	614

NDB RWY 22

SILER CITY MUNI (5W8)

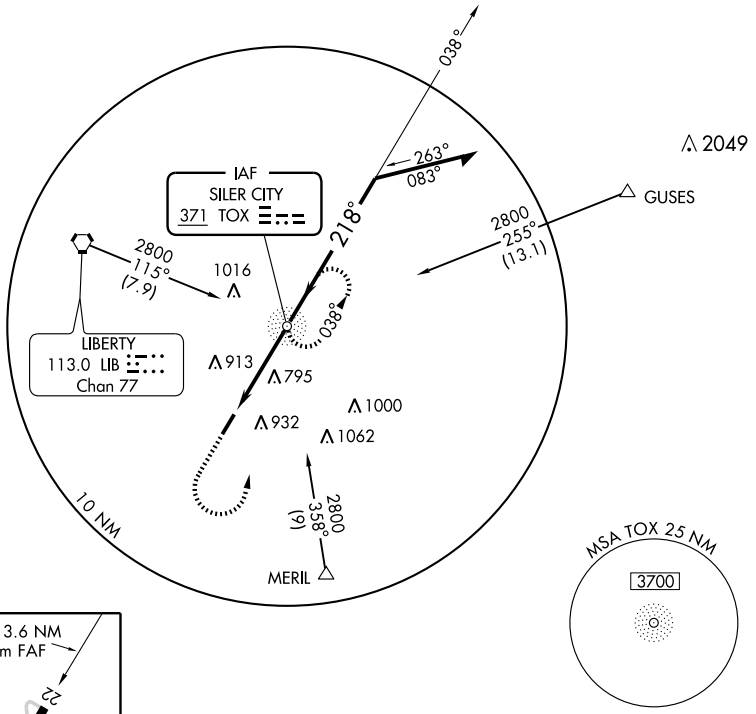
NA

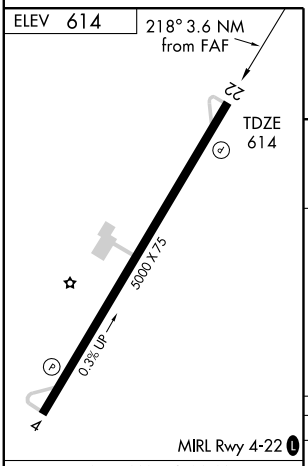
Use Greensboro altimeter setting.

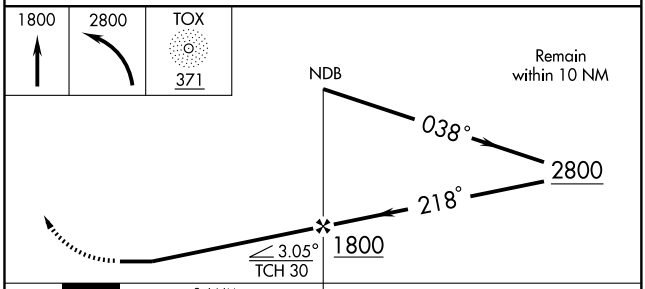
MISSED APPROACH: Climb to 1800 then climbing left turn to 2800 direct TOX NDB and hold.

GREENSBORO APP CON
118.5 327.075

UNICOM
122.7 (CTAF) L







FAF to MAP 3.6 NM					
Knots	60	90	120	150	180
Min:Sec	3:36	2:24	1:48	1:26	1:12

CATEGORY	A	B	C	D
S-22	1400-1 786 (800-1)	1400-1¼ 786 (800-1¼)	1400-2¼ 786 (800-2¼)	NA
CIRCLING	1400-1 786 (800-1)	1400-1¼ 786 (800-1¼)	1400-2¼ 786 (800-2¼)	NA

SE-2, 22 OCT 2009 to 19 NOV 2009

APP CRS	Rwy Idg	5000
218°	TDZE	614
	Apt Elev	614

RNAV (GPS) RWY 22

SILER CITY MUNI (5W8)

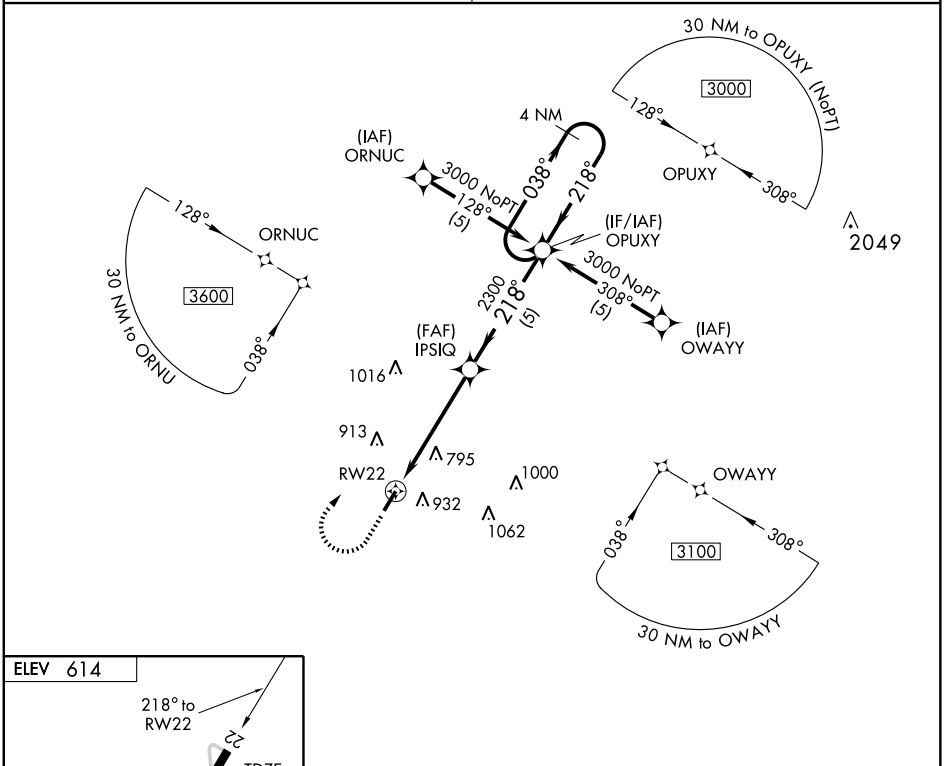
Use Greensboro altimeter setting.
GPS or RNP-0.3 required.
DME/DME RNP-0.3 NA.

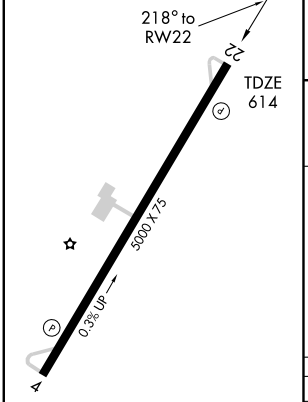
NA

MISSED APPROACH: Climb to 1600 then climbing right turn to 3000 direct OPUXY WP and hold.

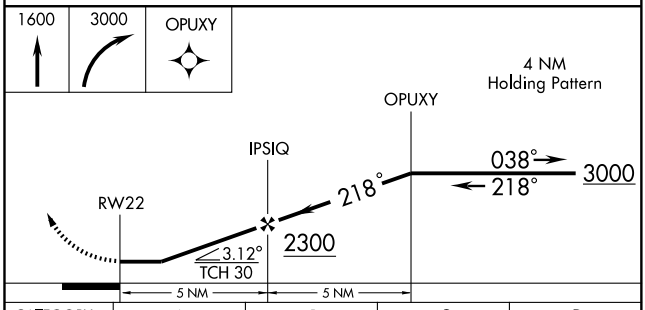
GREENSBORO APP CON
118.5 327.075

UNICOM
122.7 (CTAF) L





MIRL Rwy 4-22 L



CATEGORY	A	B	C	D
LNAV MDA	1240-1 626 (700-1)		1240-1¾ 626 (700-1¾)	NA
CIRCLING	1400-1 786 (800-1)	1400-1¼ 786 (800-1¼)	1400-2¼ 786 (800-2¼)	NA

SE-2, 22 OCT 2009 to 19 NOV 2009

VORTAC LIB	APP CRS	Rwy Idg	N/A
113.0	144°	TDZE	N/A
Chan 77		Apt Elev	614

VOR or GPS-A

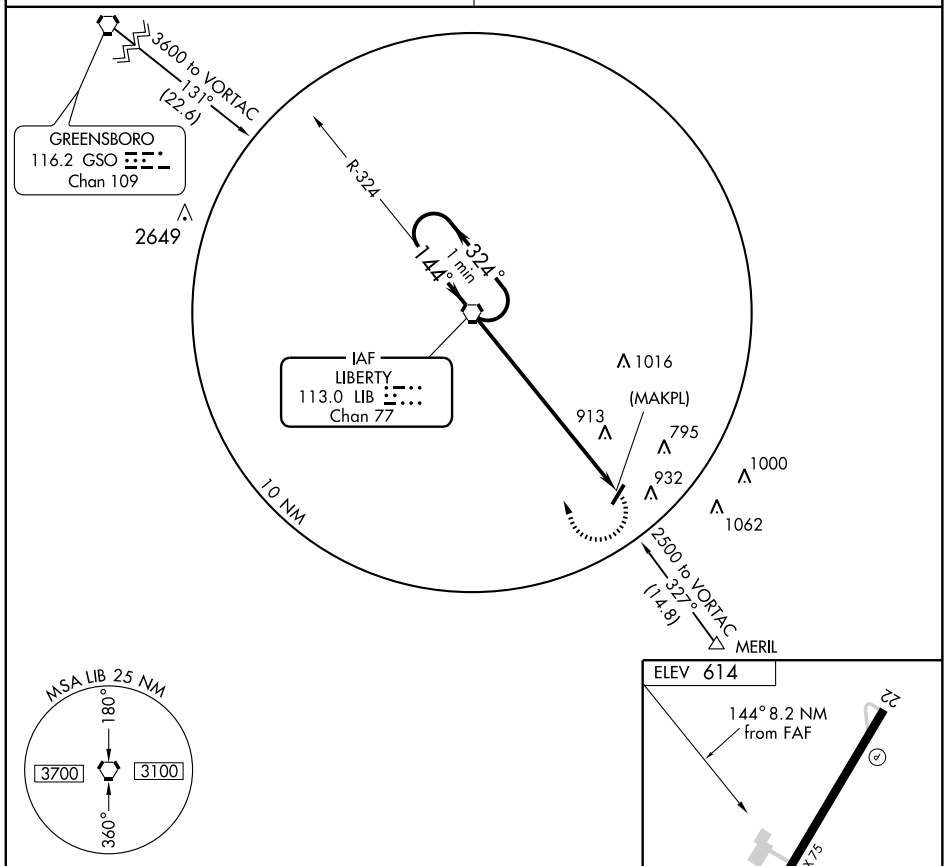
SILER CITY MUNI (5W8)

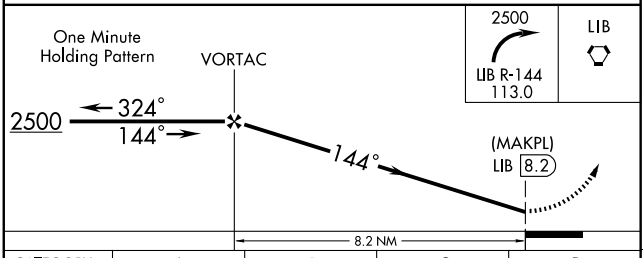
Use Greensboro altimeter setting.

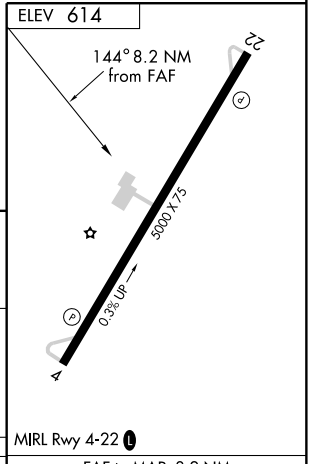
MISSED APPROACH: Climbing right turn to 2500 via LIB R-144 to LIB VORTAC and hold.

NA

GREENSBORO APP CON	UNICOM
118.5 327.075	122.7 (CTAF) L







MIRL Rwy 4-22 L

CATEGORY	A	B	C	D
CIRCLING	1400-1 786 (800-1)	1400-1¼ 786 (800-1¼)	1400-2¼ 786 (800-2¼)	NA

FAF to MAP 8.2 NM

Knots	60	90	120	150	180
Min:Sec	8:12	5:28	4:06	3:17	2:44

SE-2, 22 OCT 2009 to 19 NOV 2009

SMITHFIELD, NORTH CAROLINA AL-6502 (FAA)

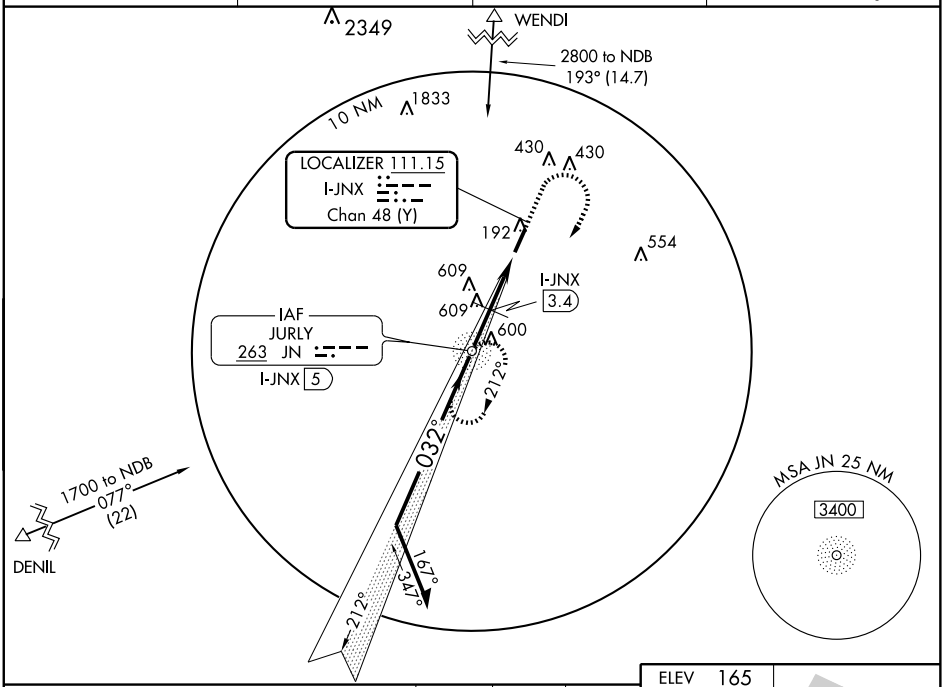
LOC/DME I-JNX	APP CRS	Rwy Idg	5500
111.15	032°	TDZE	148
Chan 48 (Y)		Apt Elev	165

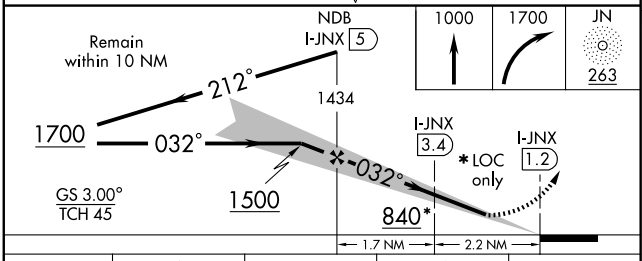
ILS RWY 3

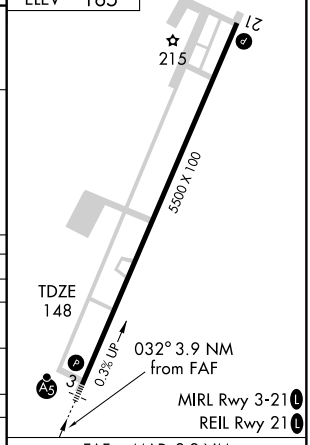
SMITHFIELD/JOHNSTON COUNTY (JNX)

V NA ADF REQUIRED	MALSR	MISSED APPROACH: Climb to 1000 then climbing right turn to 1700 direct JN NDB and hold.

AWOS-3	RALEIGH APP CON	GCO	UNICOM
120.225	125.3 380.05	135.075	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-ILS 3		348-½ 200 (200-½)		
S-LOC 3	840-½ 692 (700-½)		840-1½ 692 (700-1½)	840-1¾ 692 (700-1¾)
CIRCLING	840-1 675 (700-1)		840-2 675 (700-2)	960-2½ 795 (800-2½)
DME MINIMUMS				
S-LOC 3	600-½ 452 (500-½)		600-¾ 452 (500-¾)	600-1 452 (500-1)
CIRCLING	640-1 475 (500-1)		660-1½ 495 (500-1½)	960-2½ 795 (800-2½)

FAF to MAP 3.9 NM

Knots	60	90	120	150	180
Min:Sec	3:54	2:36	1:57	1:34	1:18

SE-2, 22 OCT 2009 to 19 NOV 2009

NDB EUU	APP CRS	Rwy Idg	5500
251	213°	TDZE	165
		Apt Elev	165

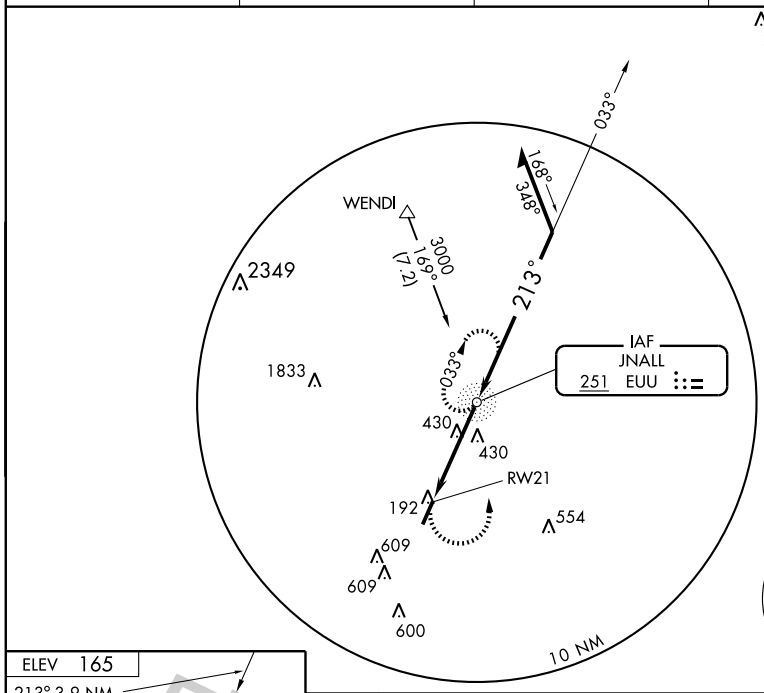
NDB or GPS RWY 21

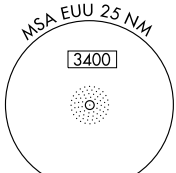
SMITHFIELD/JOHNSTON COUNTY (JNX)

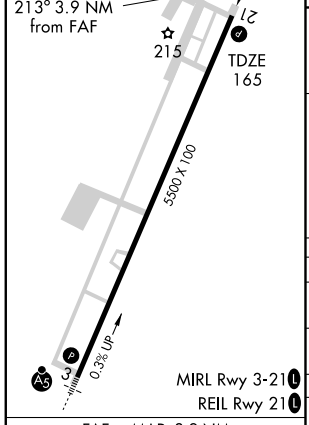
T NA Obtain local altimeter setting on CTAF; when not received use Seymour Johnson AFB altimeter setting.

MISSED APPROACH: Climbing left turn to 3000 direct EUU NDB and hold.

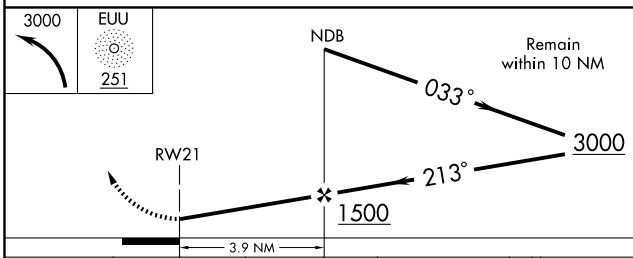
AWOS-3	RALEIGH APP CON	GCO	UNICOM
120.225	125.3 380.05	135.075	122.8 (CTAF) L







FAF to MAP 3.9 NM					
Knots	60	90	120	150	180
Min:Sec	3:54	2:36	1:57	1:34	1:18



CATEGORY	A	B	C	D
S-21	780-1	615 (700-1)	780-1¾ 615 (700-1¾)	780-2 615 (700-2)
CIRCLING	780-1	615 (700-1)	780-1¾ 615 (700-1¾)	960-2½ 795 (800-2½)
SEYMOUR JOHNSON AFB ALTIMETER SETTING MINIMUMS				
S-21	860-1	695 (700-1)	860-2 695 (700-2)	860-2¼ 695 (700-2¼)
CIRCLING	860-1	695 (700-1)	860-2 695 (700-2)	1040-2¾ 875 (900-2¾)

SE-2, 22 OCT 2009 to 19 NOV 2009

NDB JN	APP CRS	Rwy Idg	5500
263	032°	TDZE	148
		Apt Elev	165

NDB RWY 3

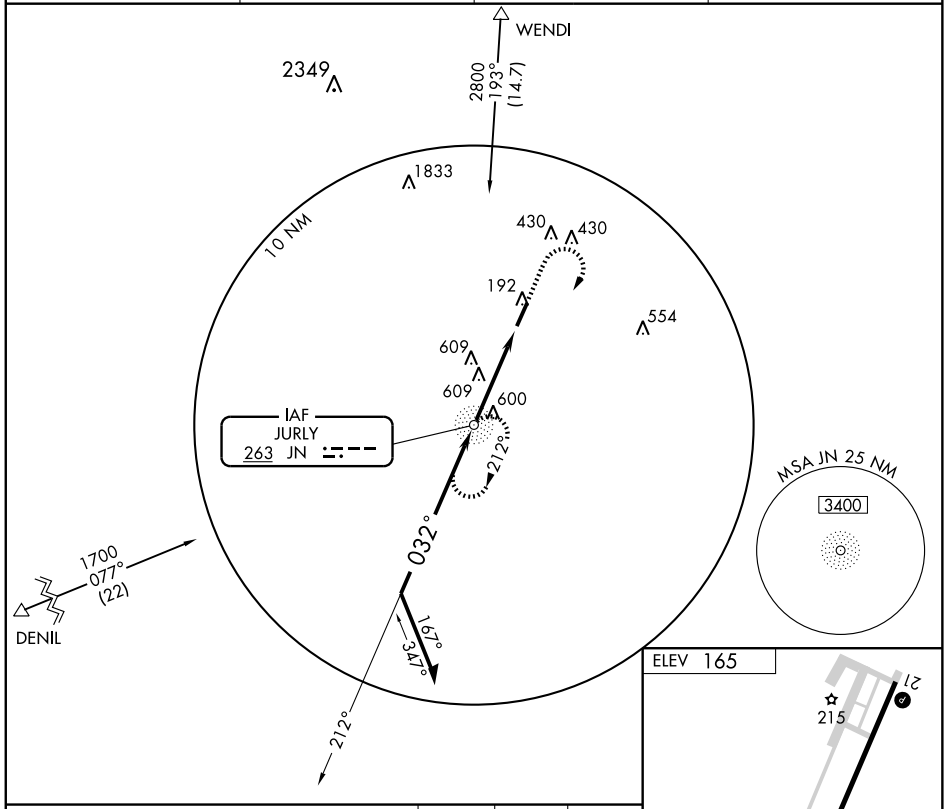
SMITHFIELD/JOHNSTON COUNTY (JNX)

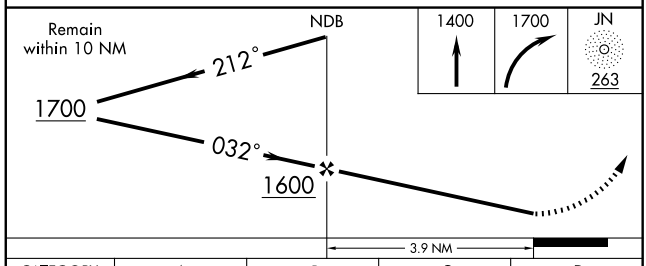
For inoperative MALSR, increase S-3 Cat. B visibility to 1¼.

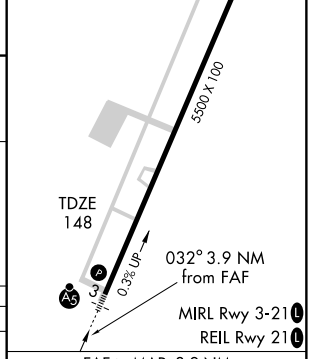
MALSR

MISSED APPROACH: Climb to 1400 then climbing right turn to 1700 direct JN NDB and hold.

AWOS-3	RALEIGH APP CON	GCO	UNICOM
120.225	125.3 380.05	135.075	122.8 (CTAF)







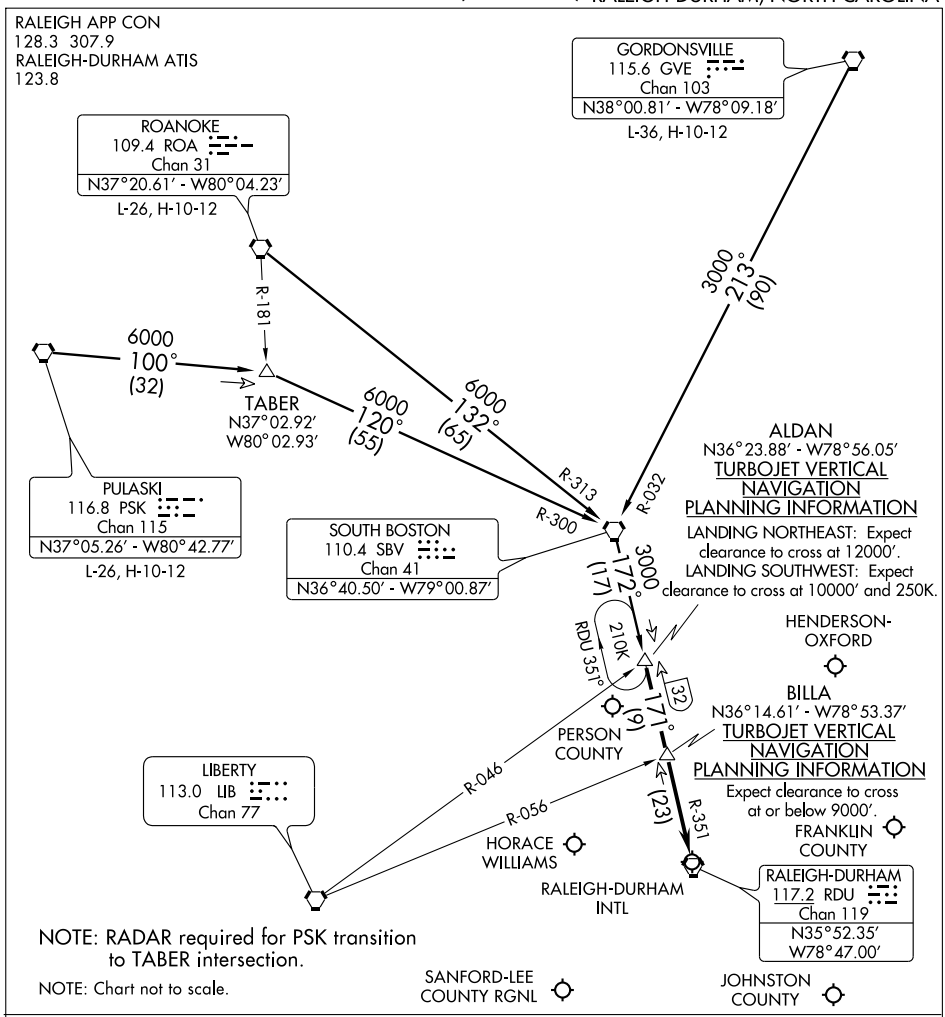
CATEGORY	A	B	C	D
S-3	960-¾ 812 (800-¾)		960-2 812 (800-2)	960-2½ 812 (800-2½)
CIRCLING	960-1 795 (800-1)	960-1¼ 795 (800-1¼)	960-2½ 795 (800-2½)	960-2¾ 795 (800-2¾)

FAF to MAP 3.9 NM

Knots	60	90	120	150	180
Min:Sec	3:54	2:36	1:57	1:34	1:18

SE-2. 22 OCT 2009 to 19 NOV 2009

SOUTH BOSTON FOUR ARRIVAL (SBV.SBV4) RALEIGH-DURHAM, NORTH CAROLINA



GORDONSVILLE TRANSITION (GVE.SBV4): From over GVE VORTAC via GVE R-213 and SBV R-032 to SBV VORTAC, then via SBV R-172 to ALDAN INT. Thence. . . .

PULASKI TRANSITION (PSK.SBV4): From over PSK VORTAC via PSK R-100 and SBV R-300 to SBV VORTAC, then via SBV R-172 to ALDAN INT. Thence. . . .

ROANOKE TRANSITION (ROA.SBV4): From over ROA VORTAC via ROA R-132 and SBV R-313 to SBV VORTAC, then via SBV R-172 to ALDAN INT. Thence . . . .

. . . . From over ALDAN INT via RDU R-351 to BILLA INT, then via RDU R-351 to RDU VORTAC. For arrival to Raleigh-Durham Intl (RDU), Franklin County (LHZ), Horace Williams (IGX), Johnston County (JNX) and Sanford-Lee County Rgnl (TTA) airports: Expect radar vectors to final approach course after BILLA INT.

For arrival to Henderson-Oxford (HNZ) and Person County (TDF) airports: Expect radar vectors to final approach course after ALDAN INT.

SE-2, 22 OCT 2009 to 19 NOV 2009

STATESVILLE, NORTH CAROLINA AL-5683 (FAA)

LOC/DME I-SVH	APP CRS	Rwy Idg 5456
111.75	282°	TDZE 966
Chan 54 (Y)		Apt Elev 968

ILS or LOC/DME RWY 28

STATESVILLE RGNL (SVH)

T A NA If local altimeter setting not received, use Lincolnton altimeter setting and increase all DH/MDAs 60 feet.

MALSR

MISSED APPROACH: Climb to 1700 then climbing left turn to 3400 via heading 080° and CLT R-024 to PEGTE INT/I-SVH 12.2 DME and hold.

AWOS-3	ATLANTA CENTER	UNICOM
119.225	125.15 263.0	123.075 (CTAF) L

BARRETTS MOUNTAIN
110.8 BZM
Chan 45

3400 to Pegte
113°
(26.5)

10 NM

IAF
GREENSBORO
116.2 GSO
Chan 109

3400 NoPT
247°
(40.6)

2310

1230

1065

1199±

1029±

HESAB
I-SVH 6.1

2600

282°
(6.1)

102°
1 min

282°

102°

(IF/IAF)
PEGTE INT
I-SVH 12.2
GSO 40.6

LOCALIZER 111.75
I-SVH
Chan 54 (Y)

R-024

115.0 CLT
Chan 97

2349

MSA BZM 25 NM
5800

ELEV 968 D

282° 5 NM from FAF

TDZE
966

7006 X 100

10

28

1040

1700	3400	PEGTE INT
	HDG 080° CLT R-024 115.0	

PEGTE
I-SVH 12.2

One Minute Holding Pattern

HESAB
I-SVH 6.1

I-SVH 2.1

I-SVH 1.2

2600

282°

102°

282°

3400

2600

GS 3.00°
TCH 50

VGSI and ILS glidepath not coincident.

0.9 4.1 NM 6.1 NM

CATEGORY	A	B	C	D
S-ILS 28	1166-½ 200 (200-½)			
S-LOC 28	1280-½ 314 (400-½)			1280-¾ 314 (400-¾)
CIRCLING	1420-1 452 (500-1)	1480-1 512 (600-1)	1540-1½ 572 (600-1½)	1540-2 572 (600-2)

REIL Rwy 10 L
HIRL Rwy 10-28 L

SE-2, 22 OCT 2009 to 19 NOV 2009

STATESVILLE, NORTH CAROLINA AL-5683 (FAA)

APP CRS	Rwy Idg	5456
102°	TDZE	965
	Apt Elev	965

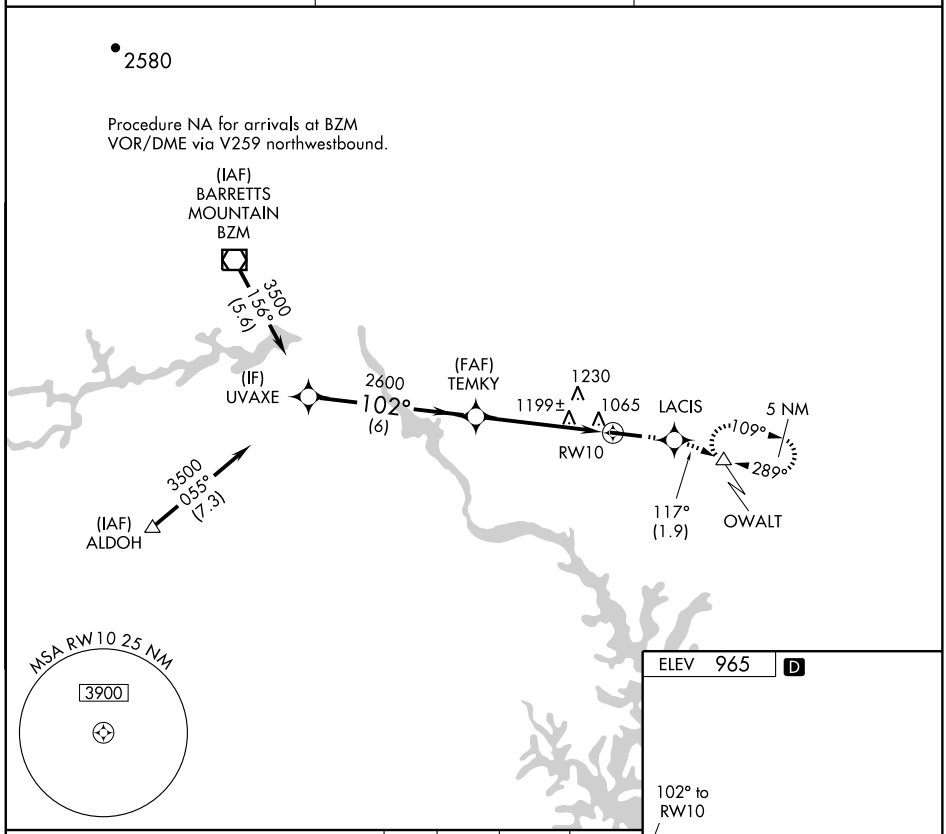
RNAV (GPS) RWY 10

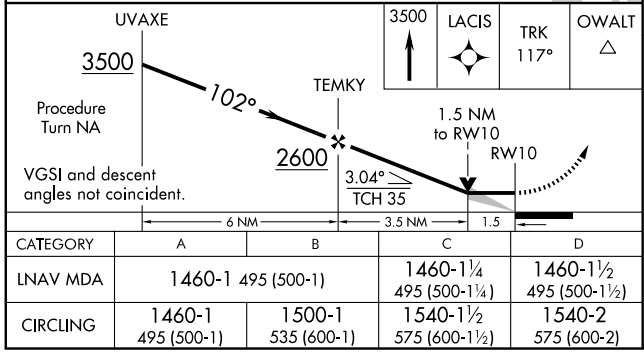
STATESVILLE RGNL (SVH)

If local altimeter setting not received, use Lincolnton altimeter setting and increase all MDAs 60 feet. VDP NA when using Lincolnton altimeter setting. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3500 direct LACIS and via 117° track to OWALT and hold, continue climb-in-hold to 3500.

AWOS-3	ATLANTA CENTER	UNICOM
119.225	125.15 263.0	123.075 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	1460-1 495 (500-1)		1460-1¼ 495 (500-1¼)	1460-1½ 495 (500-1½)
CIRCLING	1460-1 495 (500-1)	1500-1 535 (600-1)	1540-1½ 575 (600-1½)	1540-2 575 (600-2)

REIL Rwy 10 L
HIRL Rwy 10-28 L

SE-2, 22 OCT 2009 to 19 NOV 2009

WAAS	APP CRS	Rwy Idg	5456
CH 60903	282°	TDZE	966
W28A		Apt Elev	968

RNAV (GPS) RWY 28

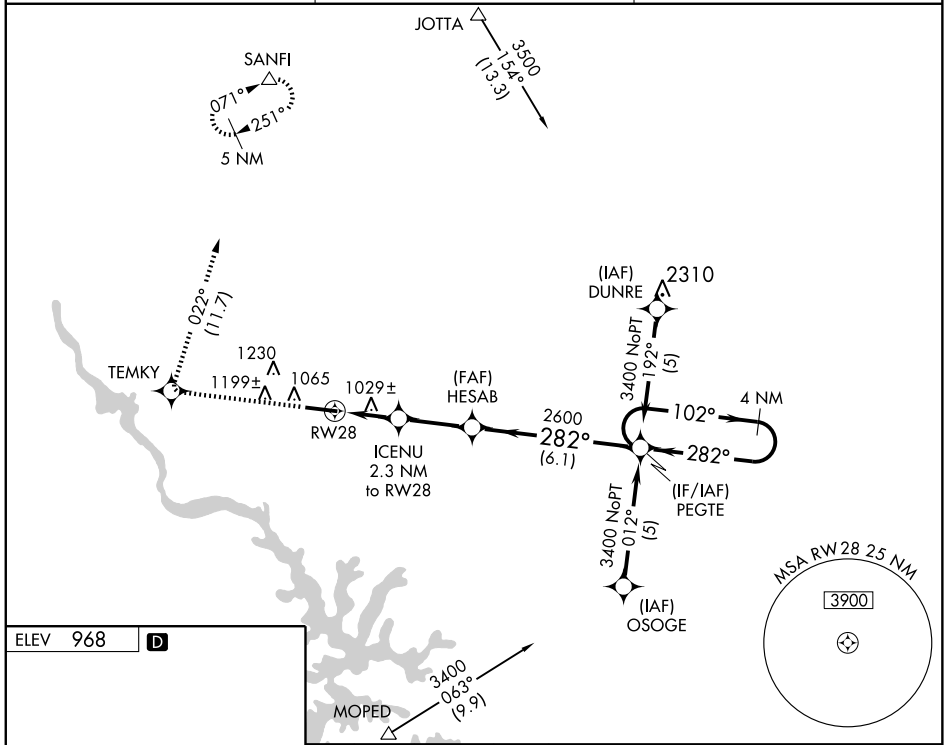
STATESVILLE RGNL (SVH)

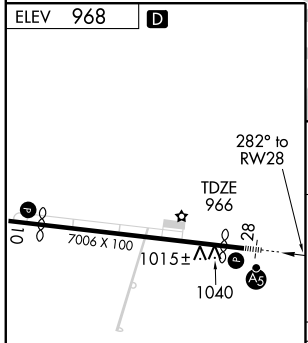
DME/DME RNP-0.3 NA. Baro-VNAV NA below -16°C (4°F). If local altimeter setting not received, use Lincolnton altimeter setting and increase all DA/MDAs 60 feet. VDP and Baro-VNAV NA when using Lincolnton altimeter setting. For inoperative MALSR, increase LPV all Cats and LNAV/VNAV Cat D visibilities to 1. Inoperative table does not apply to LNAV Cat D.

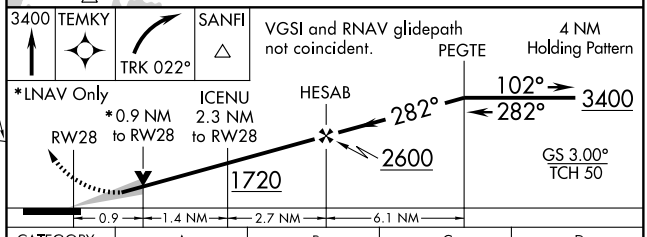
MALSR

MISSED APPROACH: Climb to 3400 direct TEMKY and right turn via 022° track to SANFI and hold.

AWOS-3	ATLANTA CENTER	UNICOM
119.225	125.15 263.0	123.075 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	1216-½ 250 (300-½)			
LNAV/VNAV DA	1240-½ 274 (300-½)			1240-¾ 274 (300-¾)
LNAV MDA	1280-½ 314 (400-½)			1280-1 314 (400-1)
CIRCLING	1420-1 452 (500-1)	1480-1 512 (600-1)	1540-1½ 572 (600-1½)	1540-2 572 (600-2)

REIL Rwy 10 L
HIRL Rwy 10-28 L

SE-2, 22 OCT 2009 to 19 NOV 2009

STATESVILLE, NORTH CAROLINA AL-5683 (FAA)

VOR/DME BZM	APP CRS	Rwy Idg	5456
110.8	121°	TDZE	965
Chan 45		Apt Elev	965

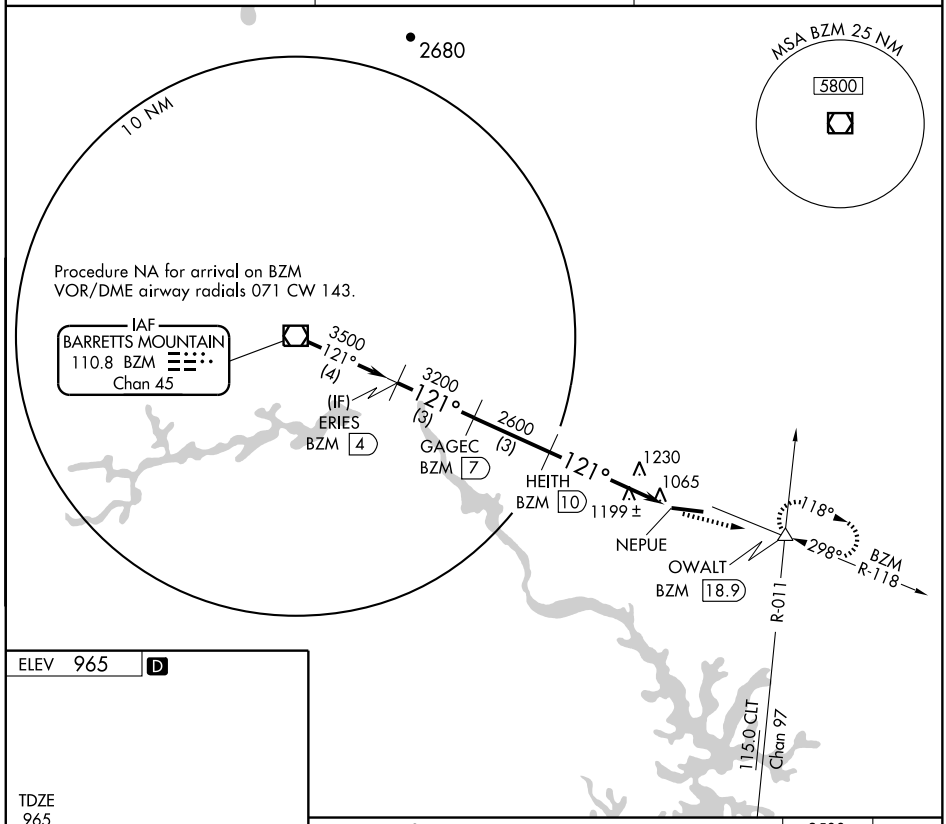
VOR/DME RWY 10

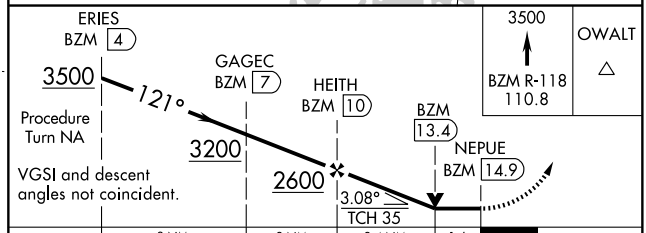
STATESVILLE RGNL (SVH)

If local altimeter setting not received, use Lincolnton altimeter setting and increase all MDAs 60 feet.
VDP NA when using Lincolnton altimeter setting.

MISSED APPROACH: Climb to 3500 via BZM VOR/DME R-118 to OWALT INT and hold, continue climb-in-hold to 3500.

AWOS-3	ATLANTA CENTER	UNICOM
119.225	125.15 263.0	123.075 (CTAF) L





CATEGORY	A	B	C	D
S-10	1480-1	515 (600-1)	1480-1½ 515 (600-1½)	1480-1¾ 515 (600-1¾)
CIRCLING	1480-1 515 (600-1)	1500-1 535 (600-1)	1540-1½ 575 (600-1½)	1540-2 575 (600-2)

REIL Rwy 10 L
HIRL Rwy 10-28 L

SE-2. 22 OCT 2009 to 19 NOV 2009

TACAN RWY 23

TACAN NJM Chan 67	APCH CRS 224°	Rwy ldg 4010 TDZE 21 Arpt Elev 22

AL-2400 [USN]

BOGUE MCALF (KNJM)

* When ALS inop, increase CAT ABCD vis to 1½ miles.

MALSF

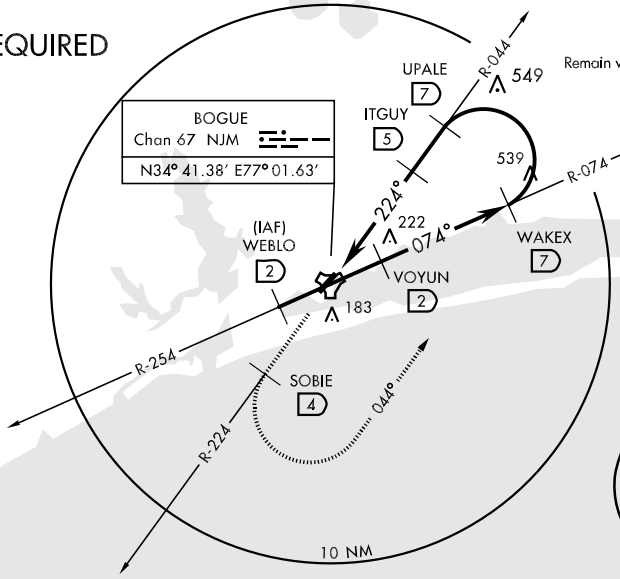
MISSED APPROACH: Climb to 1300 direct NJM TACAN, then via R-224 to SOBIE (NJM R-224/4 DME), then climbing left turn to 1600 via 044 °. Expect radar vectors.

CHERRY POINT APP CON	BOGUE TOWER *	GND CON	CLNC DEL	PAR
EAST 124.1 268.7 WEST 119.35 377.175	126.45 (CTAF) 256.875	262.6	262.6	

CAUTION: 20:1 visual penetrated by unlit obstacles, procedure not authorized at night.

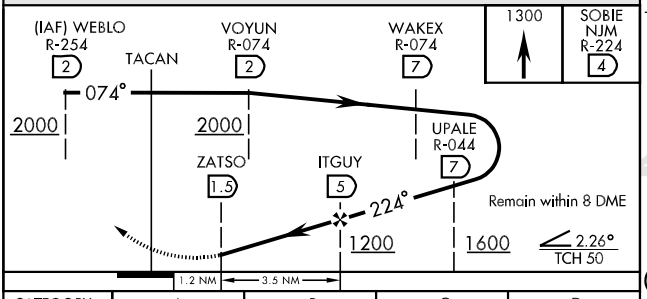
NOT FOR CIVIL USE

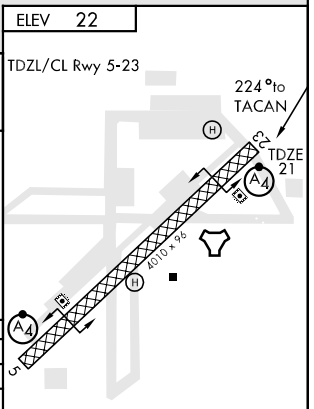
RADAR REQUIRED



EFFECTIVE BY NOTAM

EMERG SAFE ALT 100 NM 3400





CATEGORY	A	B	C	D
S-23*	480-1¼ 459 (500-1¼)			
CIRCLING	500-1¼ 479 (500-1¼)		500-1½ 479 (500-1½)	580-2 559 (600-2)
S-PAR 23	271-1 250 (300-1) GS 3.00°			

34°42'N-77°02'W

NDB ETC	APP CRS		
257	264°	Rwy Idg	4000
		TDZE	50
		Apt Elev	53

NDB RWY 27

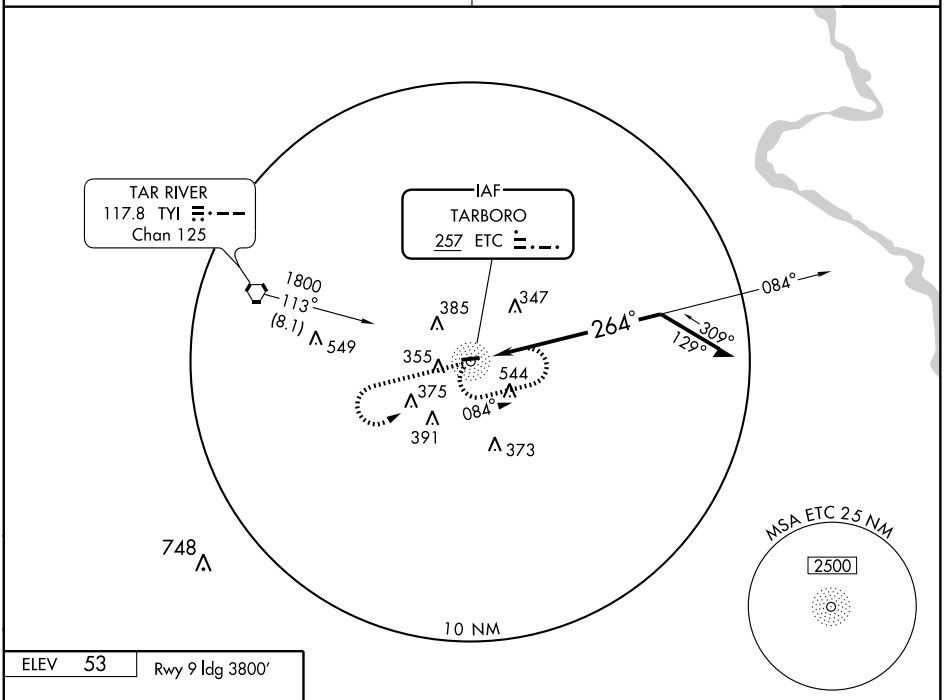
TARBORO-EDGECOMBE (ETC)

Use Rocky Mount altimeter setting; when not received, use Raleigh-Durham altimeter setting minimums.

NA

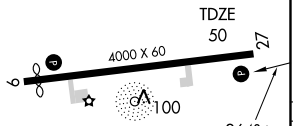
MISSED APPROACH: Climb to 1200 then climbing left turn to 1800 direct ETC NDB and hold.

WASHINGTON CENTER	CTAF
118.475 279.65	122.9 L



ELEV 53

Rwy 9 ldg 3800'

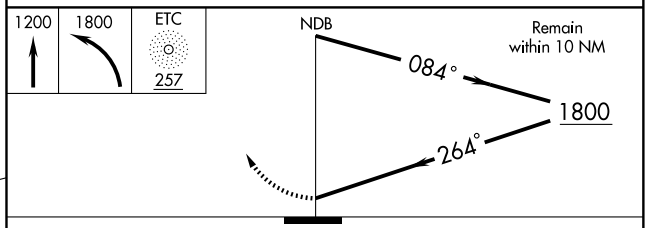


264° to ETC NDB

REIL Rwy 27 L

MIRL Rwy 9-27 L

Knots	60	90	120	150	180
Min:Sec					



CATEGORY	A	B	C	D
S-27	760-1	710 (800-1)	760-2 710 (800-2)	760-2¼ 710 (800-2¼)
CIRCLING	760-1	707 (800-1)	760-2 707 (800-2)	920-2¾ 867 (900-2¾)
RALEIGH-DURHAM ALTIMETER SETTING MINIMUMS				
S-27	980-1¼	930 (1000-1¼)	980-2¾ 930 (1000-2¾)	980-3 930 (1000-3)
CIRCLING	980-1¼	927 (1000-1¼)	980-2¾ 927 (1000-2¾)	1140-3 1087 (1100-3)

SE-2, 22 OCT 2009 to 19 NOV 2009

VORTAC TYI	APP CRS	Rwy Idg	4000
117.8	291°	TDZE	50
Chan 125		Apt Elev	53

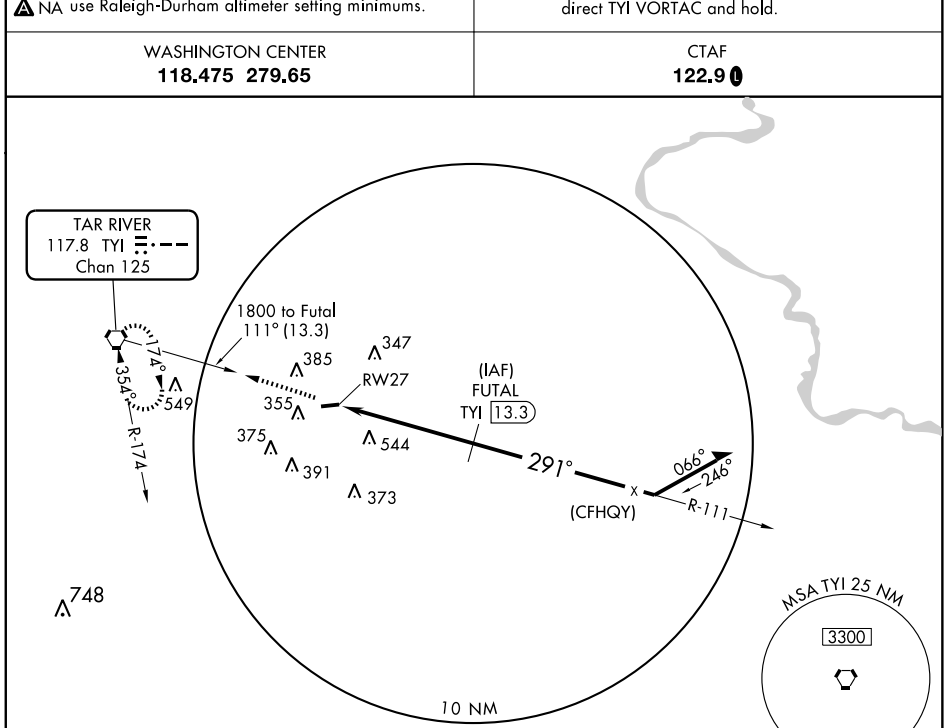
VOR/DME or GPS RWY 27

TARBORO-EDGECOMBE (ETC)

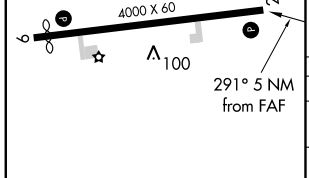
Use Rocky Mount altimeter setting; when not received NA use Raleigh-Durham altimeter setting minimums.

MISSED APPROACH: Climb to 2000 direct TYI VORTAC and hold.

WASHINGTON CENTER	CTAF
118.475 279.65	122.9 L

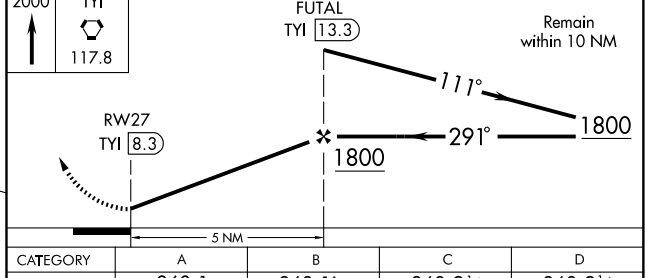


ELEV 53 Rwy 9 ldg 3800'



REIL Rwy 27 L
MIRL Rwy 9-27 L

Knots	60	90	120	150	180
Min:Sec					

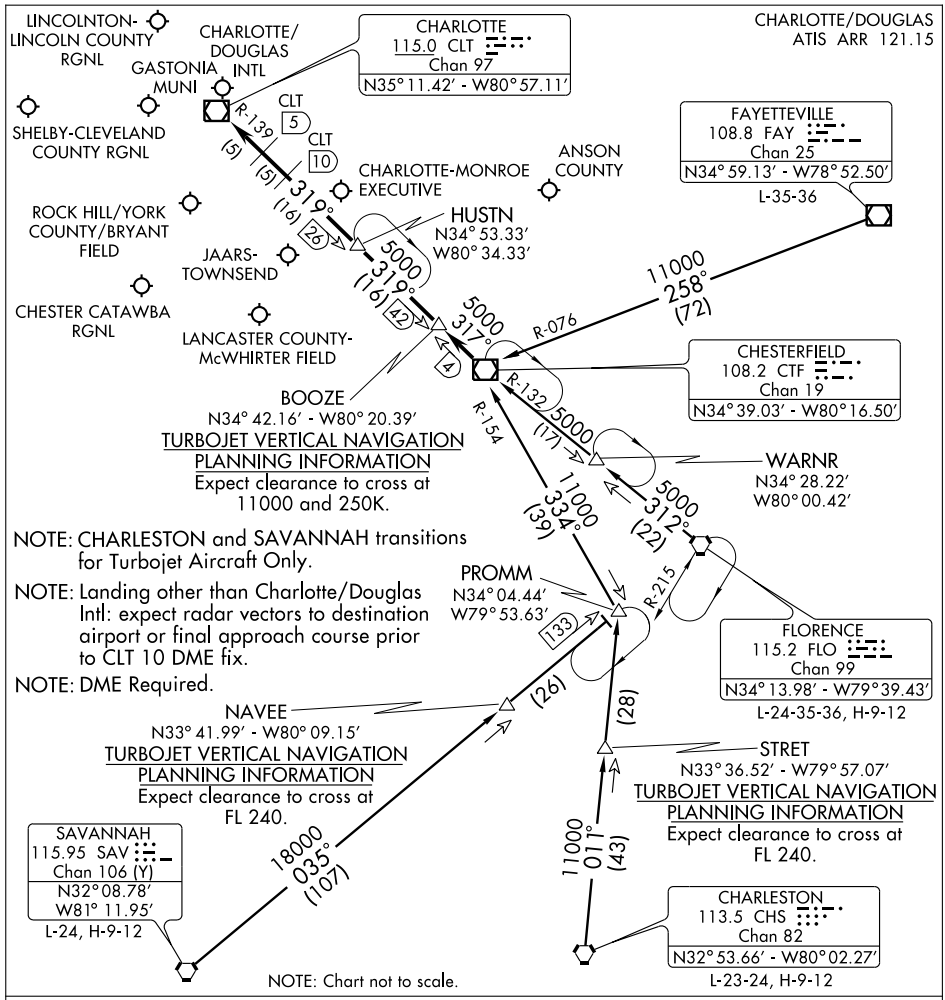


CATEGORY	A	B	C	D
S-27	860-1 810 (900-1)	860-1¼ 810 (900-1¼)	860-2¼ 810 (900-2¼)	860-2½ 810 (900-2½)
CIRCLING	860-1 807 (900-1)	860-1¼ 807 (900-1¼)	860-2¼ 807 (900-2¼)	920-2¾ 867 (900-2¾)
RALEIGH-DURHAM ALTIMETER SETTING MINIMUMS				
S-27	1080-1¼ 1030 (1100-1¼)	1080-1½ 1030 (1100-1½)	1080-3	1030 (1100-3)
CIRCLING	1080-1¼ 1027 (1100-1¼)	1080-1½ 1027 (1100-1½)	1080-3 1027 (1100-3)	1140-3 1087 (1100-3)

SE-2, 22 OCT 2009 to 19 NOV 2009

CHESTERFIELD THREE ARRIVAL

CHARLOTTE, NORTH CAROLINA



CHARLESTON TRANSITION (CHS.CTF3): From over CHS VORTAC via CHS R-011 to PROMM INT then via CTF R-154 to CTF VOR/DME. Thence....

FAYETTEVILLE TRANSITION (FAY.CTF3): From over FAY VOR/DME via FAY R-258 and CTF R-076 to CTF VOR/DME. Thence....

FLORENCE TRANSITION (FLO.CTF3): From over FLO VORTAC via FLO R-312 and CTF R-132 to CTF VOR/DME. Thence....

SAVANNAH TRANSITION (SAV.CTF3): From over SAV VORTAC via SAV R-035 to PROMM INT then via CTF R-154 to CTF VOR/DME. Thence....

. . . .From over CTF VOR/DME via CTF R-317 to BOOZE, then via CLT R-139 to:

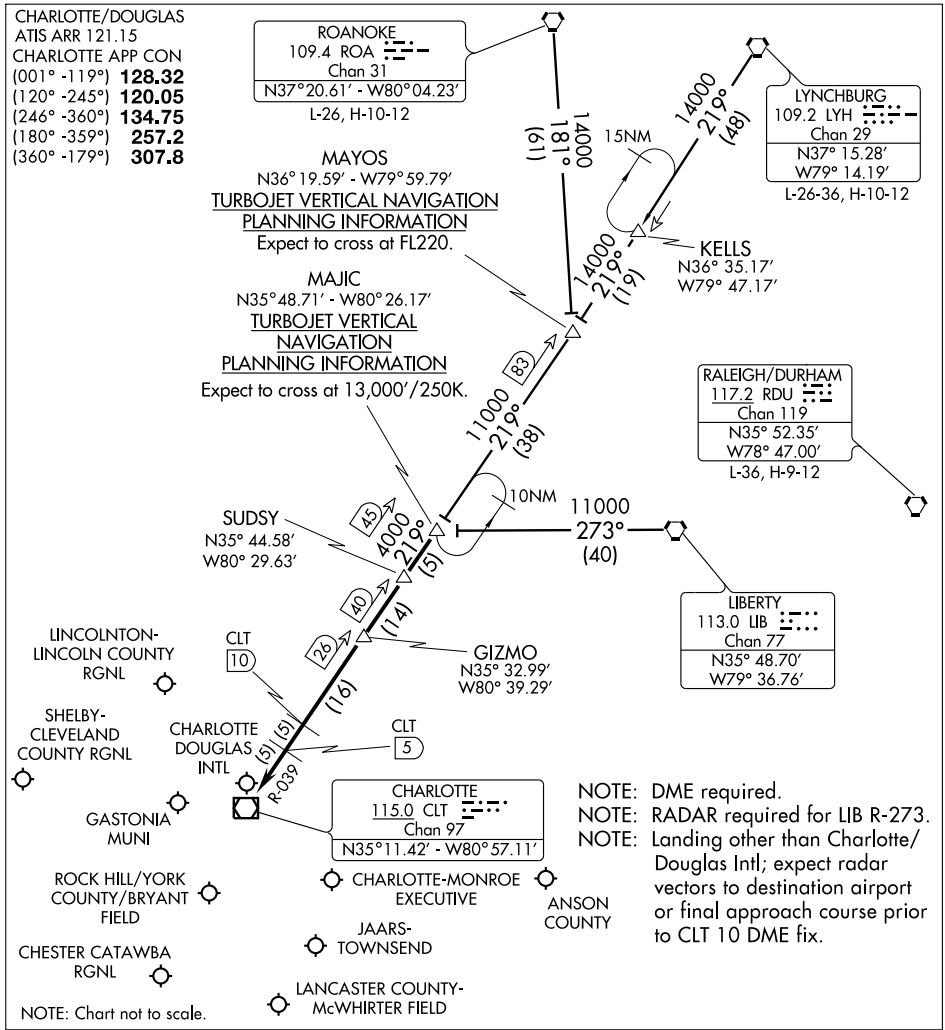
(LANDING NORTH) HUSTN INT: Expect radar vectors to final approach course.

(LANDING SOUTH) CLT VOR/DME: Expect radar vectors to final approach course prior to CLT 5 DME fix.

SE-2, 22 OCT 2009 to 19 NOV 2009

MAJIC ONE ARRIVAL

CHARLOTTE, NORTH CAROLINA



LIBERTY TRANSITION (LIB.MAJIC1): From over LIB VORTAC via LIB R-273 to MAJIC INT. Thence. . . .

LYNCHBURG TRANSITION (LYH.MAJIC1): From over LYH VORTAC via LYH R-219 and CLT R-039 to MAJIC INT. Thence. . . .

ROANOKE TRANSITION (ROA.MAJIC1): From over ROA VORTAC via ROA R-181 and CLT R-039 to MAJIC INT. Thence. . . .

. . . .From over MAJIC via CLT R-039 to:

LANDING NORTH: CLT VOR/DME. Expect radar vectors to final approach course prior to the CLT 5 DME fix.

LANDING SOUTH: GIZMO. Expect radar vectors to final approach course.

SE-2, 22 OCT 2009 to 19 NOV 2009

APP CRS	Rwy Idg	5498
162°	TDZE	300
	Apt Elev	300

RNAV (GPS) RWY 16

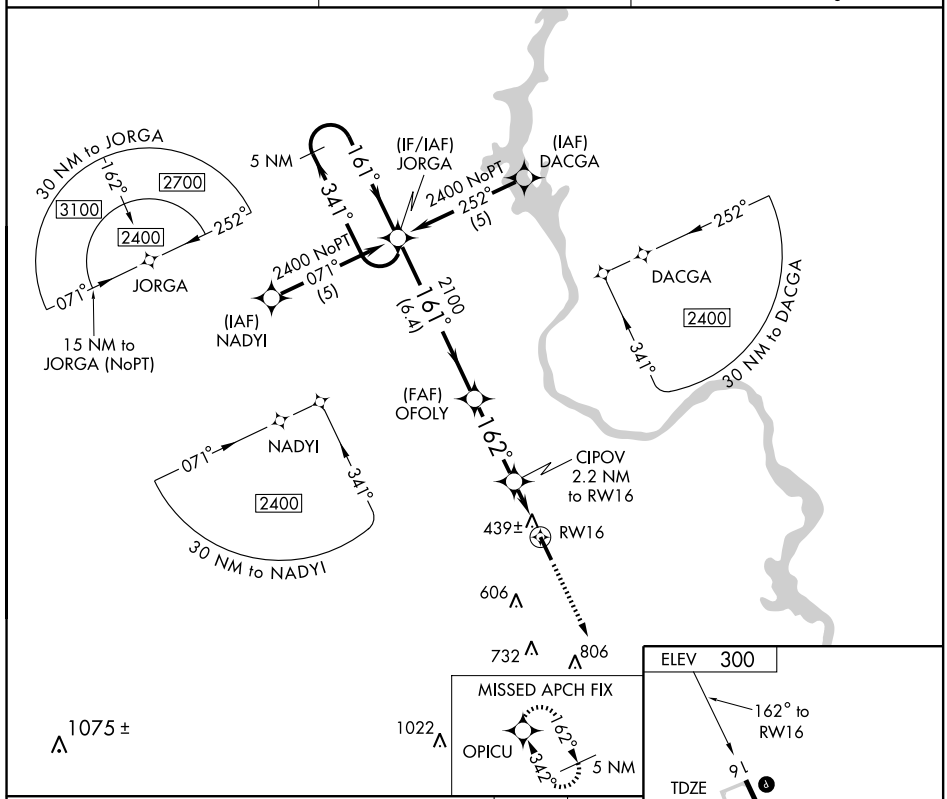
WADESBORO/ANSON COUNTY (AFP)

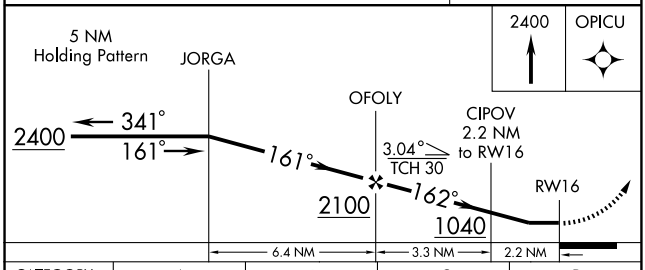
When VGSI inoperative, procedure NA at night. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Rockingham altimeter setting and increase all MDA 60 feet, LNAV Cat. C and D, and circling Cat. C visibility ¼ mile.

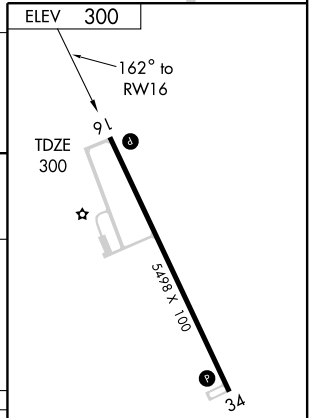
NA

MISSED APPROACH: Climb to 2400 direct OPICU WP and hold.

AWOS-3	CHARLOTTE APP CON	UNICOM
119.325	120.05 307.8	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-16 MDA	700-1 400 (400-1)			700-1¼ 400 (400-1¼)
CIRCLING	740-1 440 (500-1)	860-1 560 (600-1)	880-1½ 580 (600-1½)	920-2 620 (700-2)

MIRL Rwy 16-34 L
REIL Rwys 16 and 34 L

SE-2, 22 OCT 2009 to 19 NOV 2009

WAAS	APP CRS	Rwy Idg	5498
CH 69408	342°	TDZE	299
W34A		Apt Elev	300

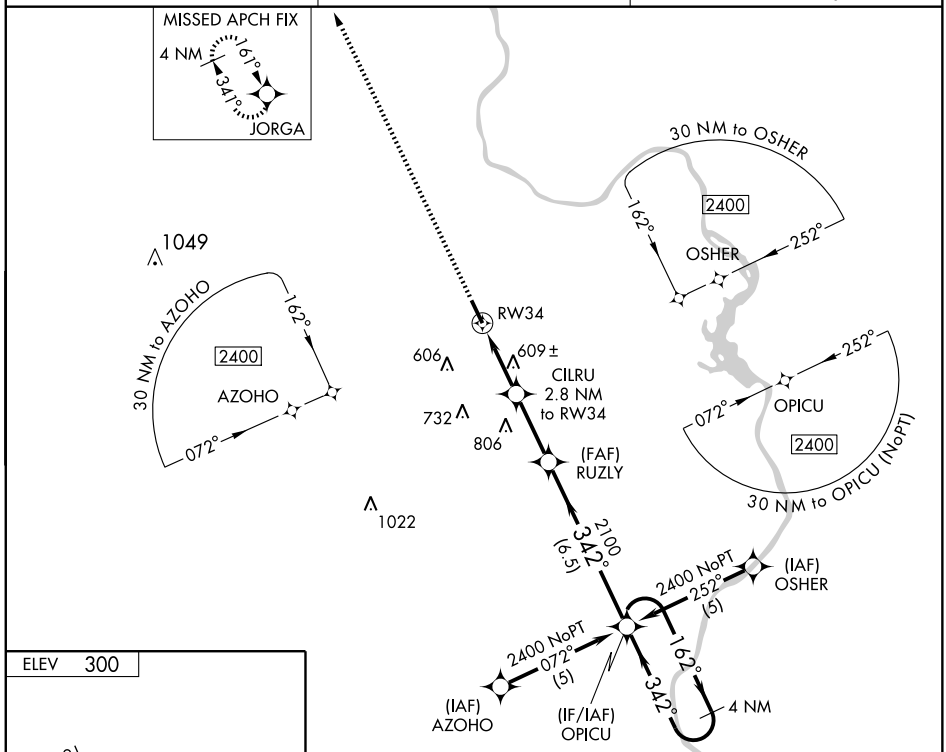
RNAV (GPS) RWY 34

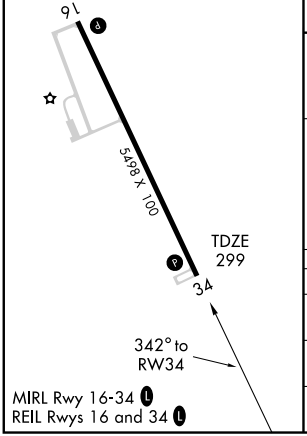
WADESBORO/ANSON COUNTY (AFP)

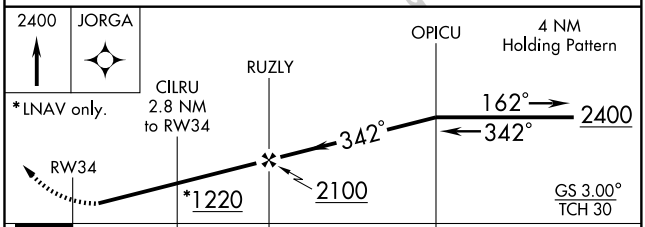
When local altimeter setting not received, use Rockingham altimeter setting and increase DA to 712 and all MDA 60 feet, LPV visibility ¼ mile all Cats., LNAV and Circling Cat. C and D visibility ¼ mile. When VGSI inop, procedure NA at night. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 2400 direct JORGA and hold.

AWOS-3	CHARLOTTE APP CON	UNICOM
119.325	120.05 307.8	122.8 (CTAF) L

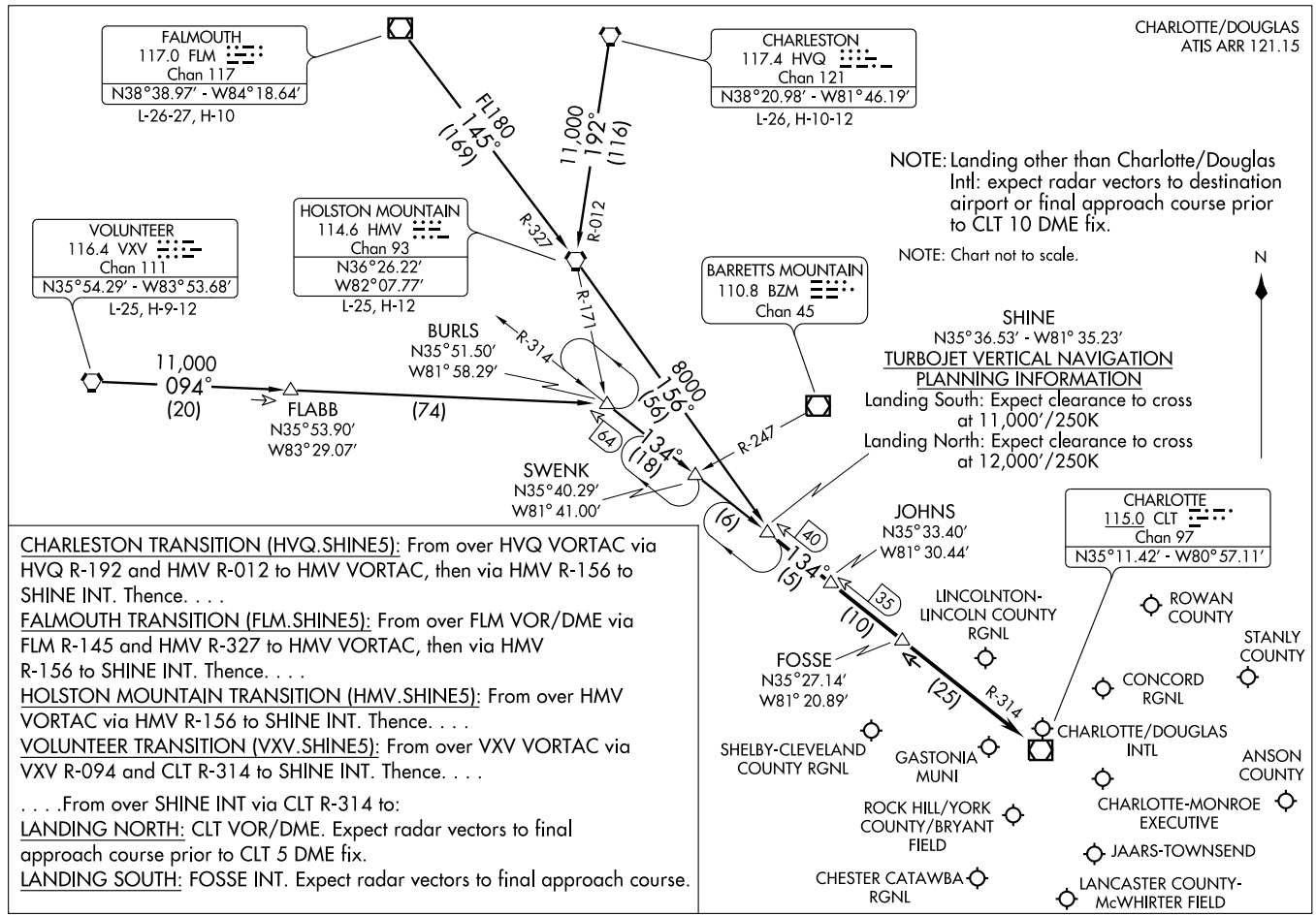






CATEGORY	A	B	C	D
LPV DA	663-1¼ 364 (400-1¼)			
LNAV MDA	860-1 561 (600-1)		860-1½ 561 (600-1½)	860-1¾ 561 (600-1¾)
CIRCLING	860-1 560 (600-1)		880-1½ 580 (600-1½)	920-2 620 (700-2)

SE-2, 22 OCT 2009 to 19 NOV 2009



CHARLESTON TRANSITION (HVQ.SHINE5): From over HVQ VORTAC via HVQ R-192 and HMV R-012 to HMV VORTAC, then via HMV R-156 to SHINE INT. Thence. . . .

FALMOUTH TRANSITION (FLM.SHINE5): From over FLM VOR/DME via FLM R-145 and HMV R-327 to HMV VORTAC, then via HMV R-156 to SHINE INT. Thence. . . .

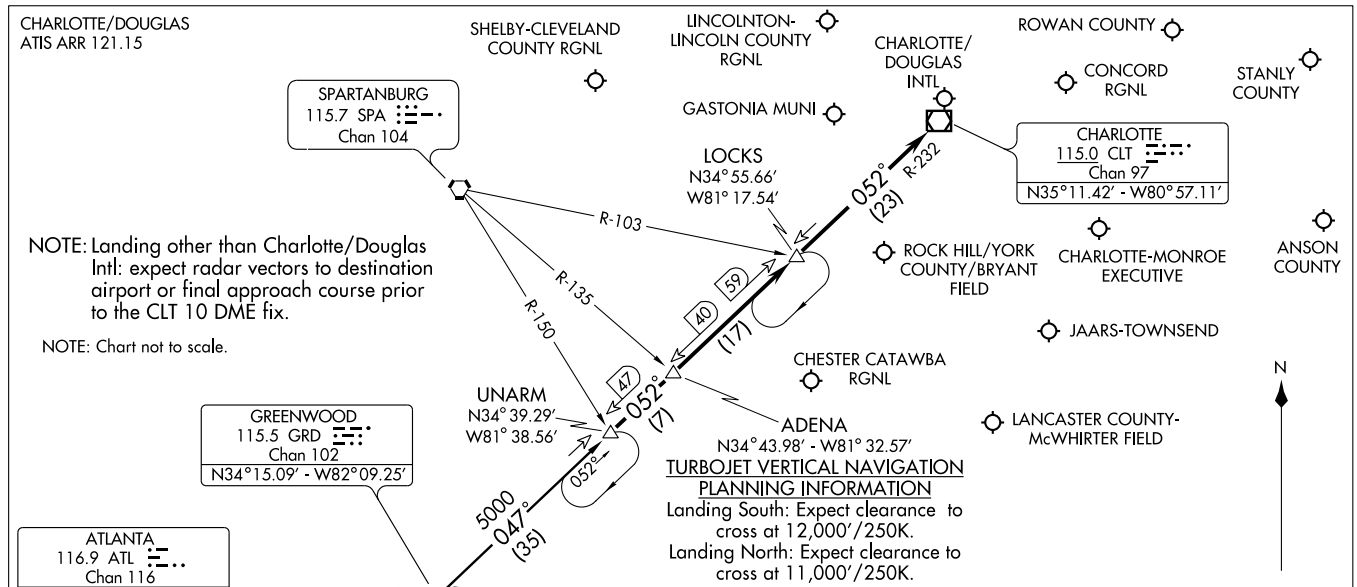
HOLSTON MOUNTAIN TRANSITION (HMV.SHINE5): From over HMV VORTAC via HMV R-156 to SHINE INT. Thence. . . .

VOLUNTEER TRANSITION (VXV.SHINE5): From over VXV VORTAC via VXV R-094 and CLT R-314 to SHINE INT. Thence. . . .

. . . .From over SHINE INT via CLT R-314 to:

LANDING NORTH: CLT VOR/DME. Expect radar vectors to final approach course prior to CLT 5 DME fix.

LANDING SOUTH: FOSSE INT. Expect radar vectors to final approach course.



NOTE: Landing other than Charlotte/Douglas Intl: expect radar vectors to destination airport or final approach course prior to the CLT 10 DME fix.

NOTE: Chart not to scale.

TURBOJET VERTICAL NAVIGATION PLANNING INFORMATION
Landing South: Expect clearance to cross at 12,000′/250K.
Landing North: Expect clearance to cross at 11,000′/250K.

TURBOJET VERTICAL NAVIGATION PLANNING INFORMATION
Expect clearance to cross at FL240

ATLANTA TRANSITION (ATL.UNARM1): From over ATL VORTAC via ATL R-071 and GRD R-254 to GRD VORTAC. Then via GRD R-047 and CLT R-232 to UNARM INT. Thence. . . .

COLLIERS TRANSITION (IRQ.UNARM1): From over IRQ VORTAC via IRQ R-005 and GRD R-182 to GRD VORTAC. Then via GRD R-047 and CLT R-232 to UNARM INT. Thence. . . .

. . . . From over UNARM INT via CLT R-232 to:

LANDING NORTH: LOCKS INT. Expect radar vectors to final approach course.

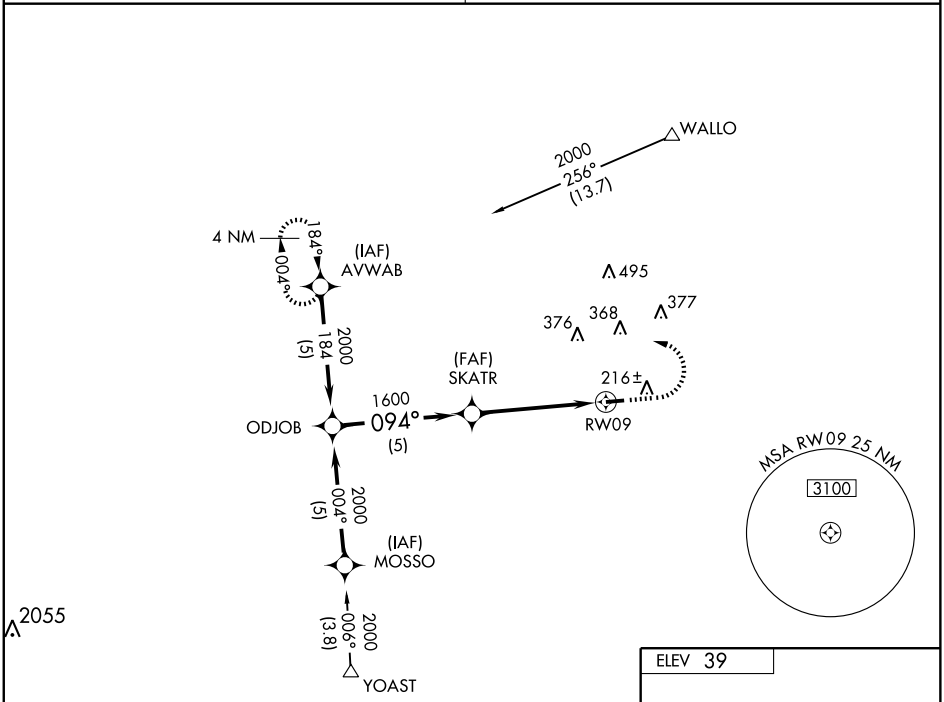
LANDING SOUTH: CLT VOR/DME. Expect radar vectors to final approach course prior to CLT 5 DME fix.

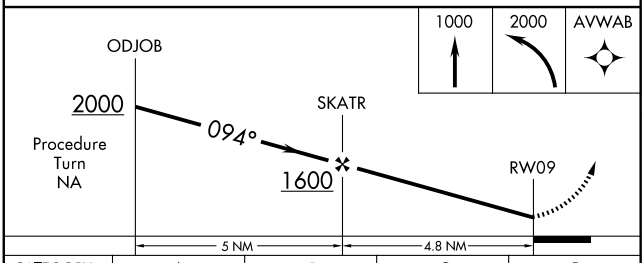
APP CRS	Rwy Idg	3849
094 °	TDZE	39
	Apt Elev	39

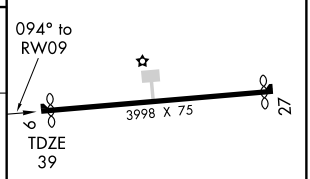
GPS RWY 9

WALLACE/ HENDERSON FIELD (ACZ)

T NA Use Wilmington altimeter setting.	MISSED APPROACH: Climb to 1000 then climbing left turn to 2000 direct AVWAB WP and hold.
WILMINGTON APP CON ★ **135.75 257.6 346.35**	UNICOM **122.8** (CTAF)







CATEGORY	A	B	C	D
S-9	500-1	461 (500-1)	500-1¼ 461 (500-1¼)	500-1½ 461 (500-1½)
CIRCLING	640-1	601 (700-1)	640-1¾ 601 (700-1¾)	780-2½ 741 (800-2½)

MIRL Rwy 9-27

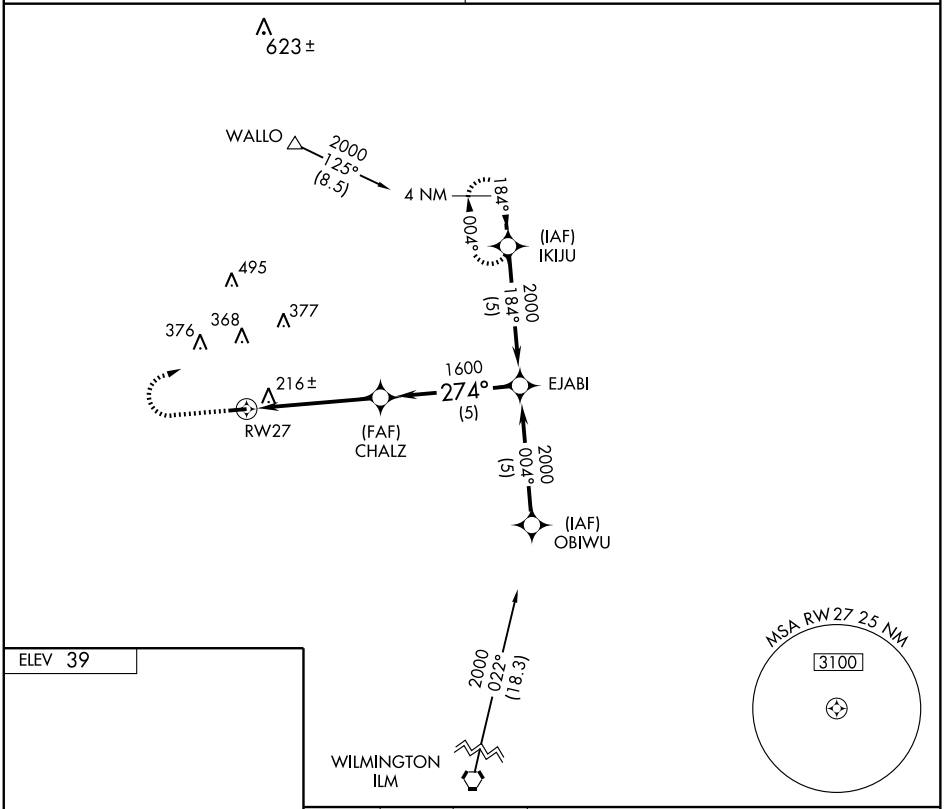
SE-2, 22 OCT 2009 to 19 NOV 2009

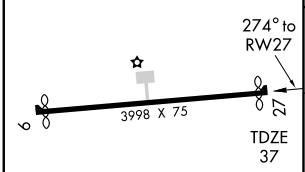
APP CRS	Rwy Idg	3847
274°	TDZE	37
	Apt Elev	39

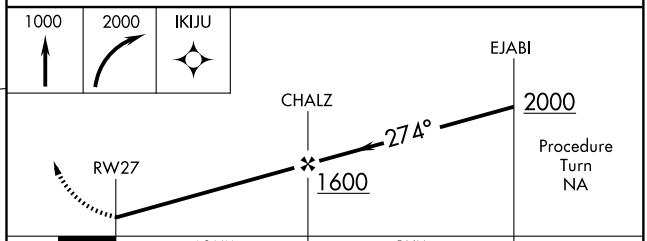
GPS RWY 27

WALLACE/ HENDERSON FIELD (ACZ)

NA — Use Wilmington altimeter setting.	MISSED APPROACH: Climb to 1000 then climbing right turn to 2000 direct IKIJU WP and hold.
WILMINGTON APP CON ★ 135.75 257.6 346.35	UNICOM 122.8 (CTAF)







CATEGORY	A	B	C	D
S-27	580-1 543 (600-1)		580-1½ 543 (600-1½)	580-1¾ 543 (600-1¾)
CIRCLING	640-1 601 (700-1)		640-1¾ 601 (700-1¾)	780-2½ 741 (800-2½)

MIRL Rwy 9-27

SE-2, 22 OCT 2009 to 19 NOV 2009

NDB ACZ	APP CRS		
379	267°	Rwy Idg	3847
		TDZE	37
		Apt Elev	39

NDB RWY 27

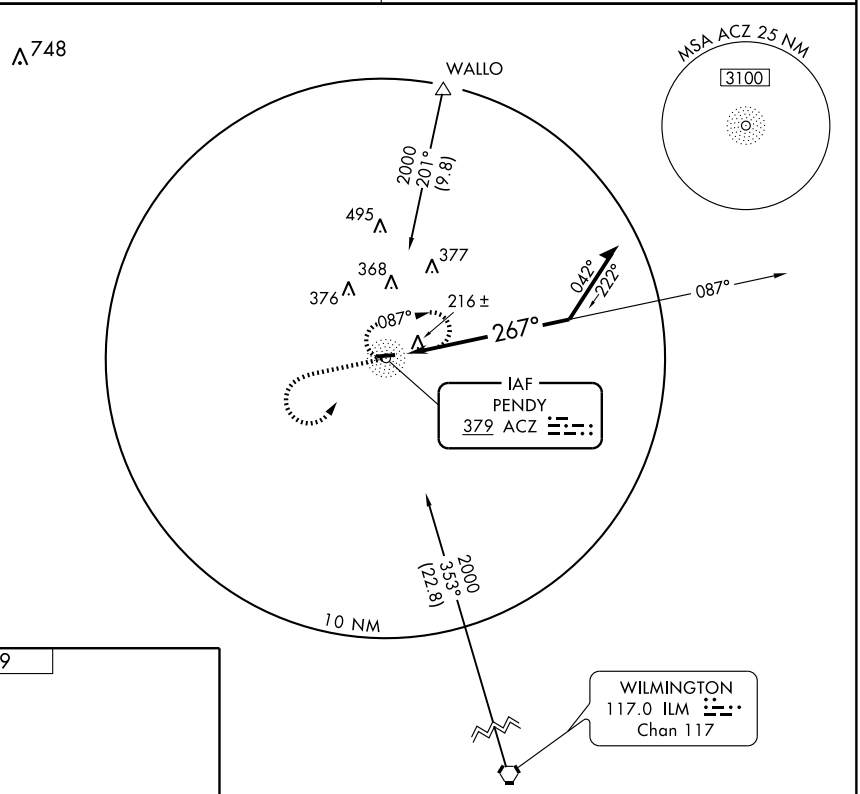
WALLACE/ HENDERSON FIELD (ACZ)

Use Wilmington altimeter setting.

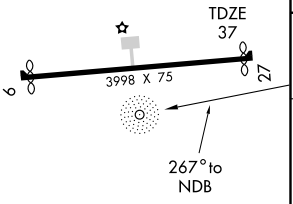
MISSED APPROACH: Climb to 1000 then climbing left turn to 2000 direct ACZ NDB and hold.

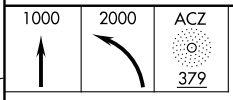
WILMINGTON APP CON ★
135.75 257.6 346.35

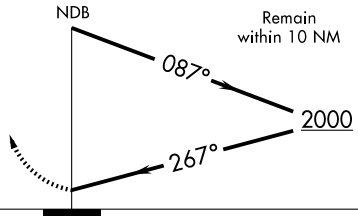
UNICOM
122.8 (CTAF)



ELEV 39







CATEGORY	A	B	C	D
S-27	680-1 643 (700-1)		680-1¾ 643 (700-1¾)	680-2 643 (700-2)
CIRCLING	680-1 641 (700-1)		680-1¾ 641 (700-1¾)	780-2½ 741 (800-2½)

MIRL Rwy 9-27

SE-2, 22 OCT 2009 to 19 NOV 2009

WALNUT COVE, NORTH CAROLINA AL-6882 (FAA)

VORTAC GSO	APP CRS	Rwy Idg	2725
116.2	334°	TDZE	631
Chan 109		Apt Elev	631

VOR/DME or GPS RWY 34

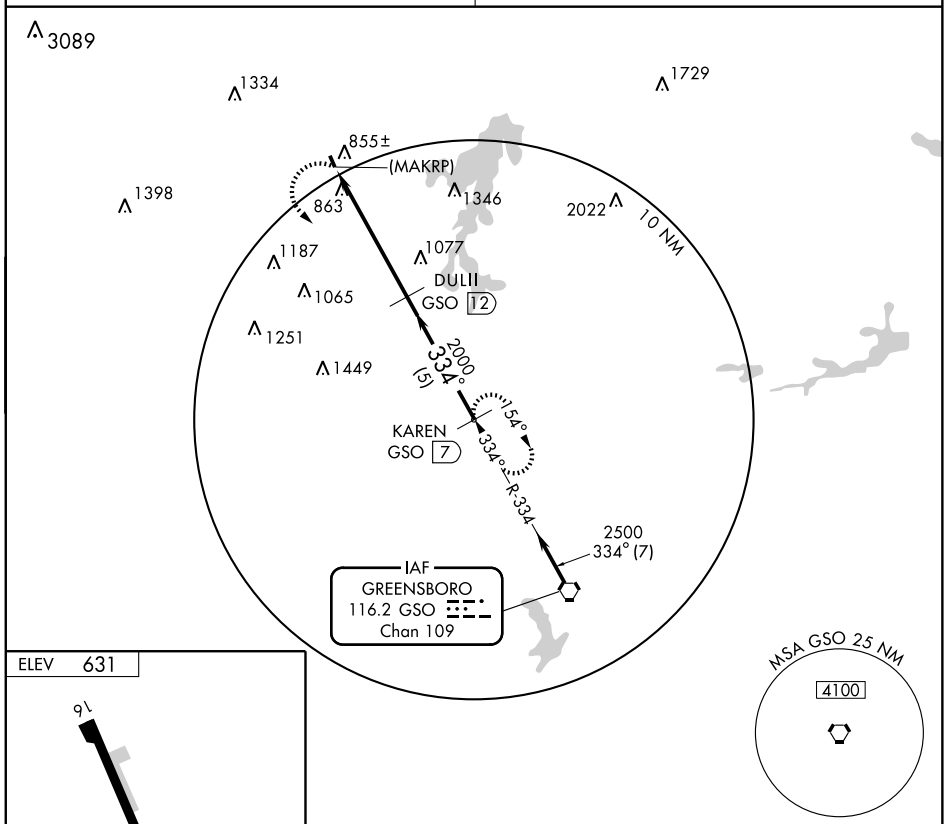
WALNUT COVE/ MEADOW BROOK FIELD (N63)

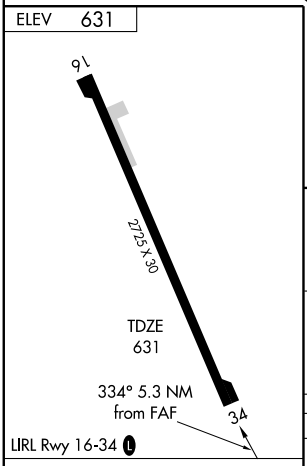
Use Smith Reynolds altimeter setting, when not available, use Greensboro altimeter setting and increase all MDAs 20 feet. Procedure NA at night.

NA

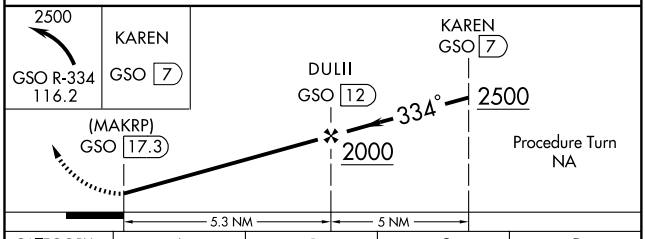
MISSED APPROACH: Climbing left turn to 2500 via GSO R-334 to KAREN GSO 7 DME and hold.

GREENSBORO APP CON	UNICOM
124.35 269.225	123.0 (CTAF) L





Knots	60	90	120	150	180
Min:Sec					



CATEGORY	A	B	C	D
S-34	1400-1 769 (800-1)	1400-1¼ 769 (800-1¼)	NA	
CIRCLING	1400-1 769 (800-1)	1400-1¼ 769 (800-1¼)	NA	

SE-2, 22 OCT 2009 to 19 NOV 2009

LOC/DME I-OCW	APP CRS	Rwy Idg	5000
110.9	045°	TDZE	37
Chan 46		Apt Elev	38

LOC RWY 5

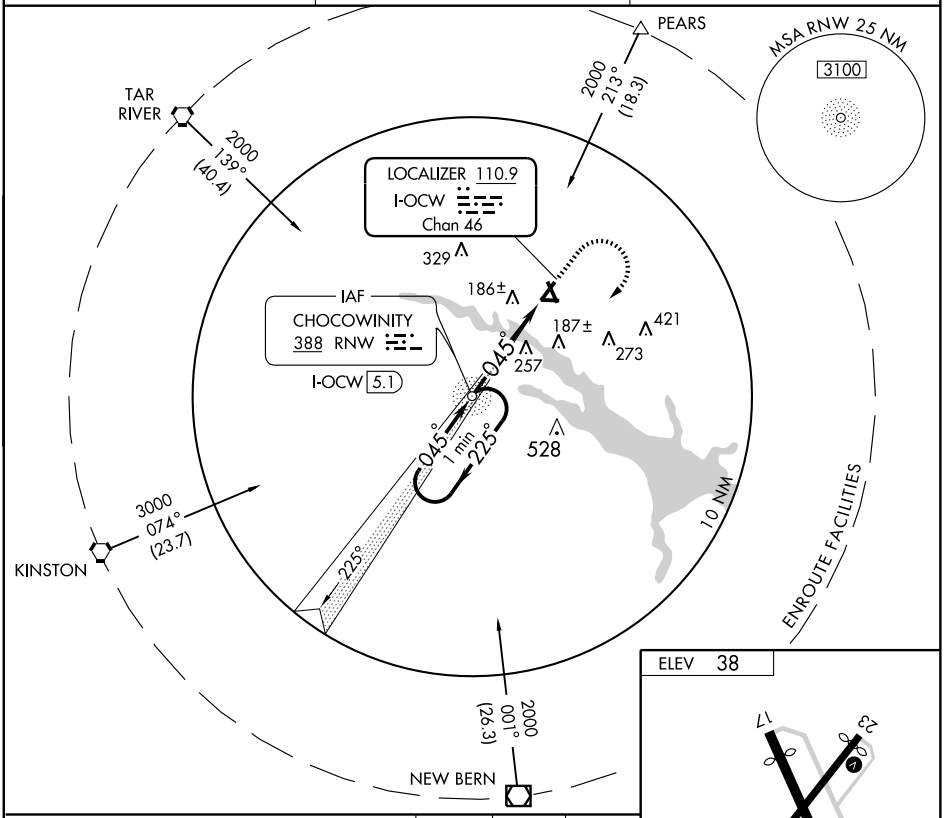
WASHINGTON/ WARREN FIELD (OCW)

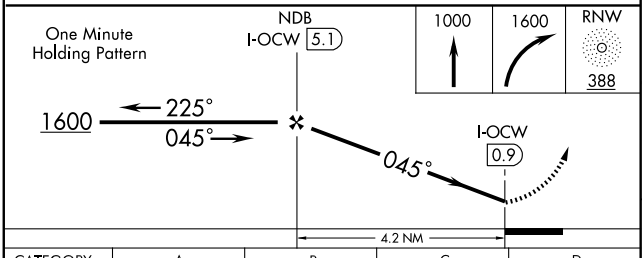
ADF REQUIRED

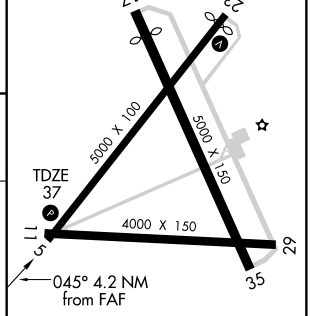
NA

MISSED APPROACH: Climb to 1000, then climbing right turn to 1600 direct RNW NDB and hold.

AWOS-3	WASHINGTON CENTER	UNICOM
120.175	135.5 272.75	122.7 (CTAF) L







REIL Rwy 5-23 L

MIRL Rwys 5-23 and 17-35 L

CATEGORY	A	B	C	D
S-5	480-1	443 (500-1)	480-1¼ 443 (500-1¼)	480-1½ 443 (500-1½)
CIRCLING	540-1	502 (600-1)	540-1½ 502 (600-1½)	620-2 582 (600-2)

FAF to MAP 4.2 NM

Knots	60	90	120	150	180
Min:Sec	4:12	2:48	2:06	1:41	1:24

SE-2, 22 OCT 2009 to 19 NOV 2009

WAAS	APP CRS	Rwy Idg	5000
CH 42810	045°	TDZE	35
W05A		Apt Elev	37

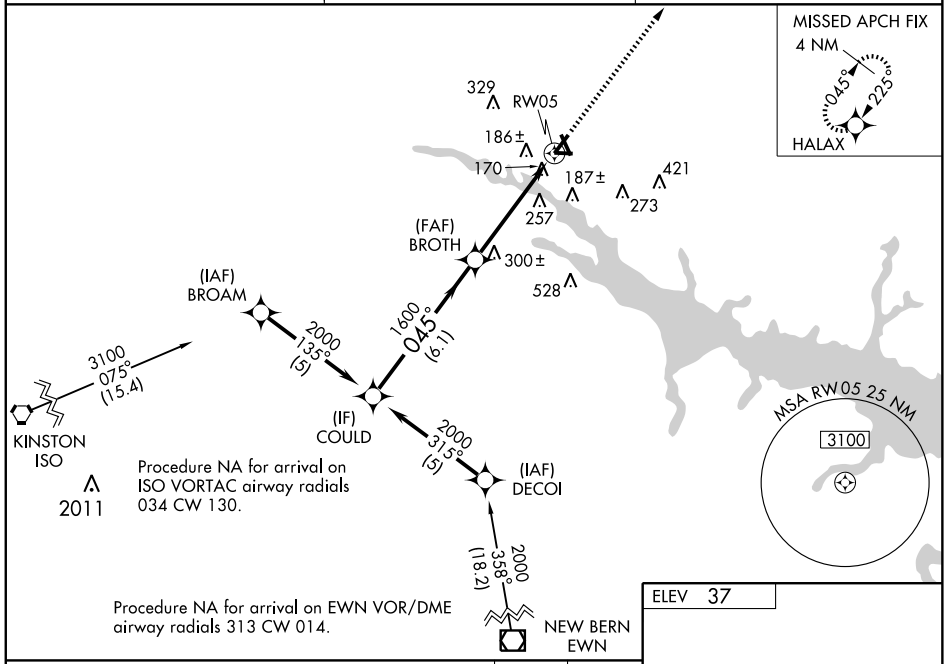
RNAV (GPS) RWY 5

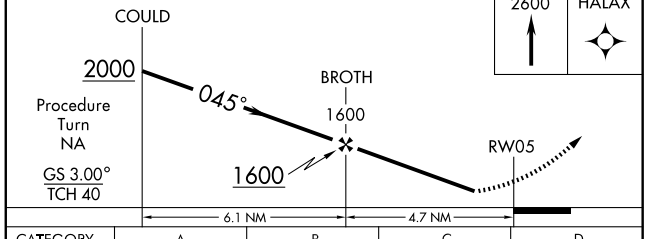
WASHINGTON/ WARREN FIELD (OCW)

Circling to Rwy 17-35 NA at night. Baro-VNAV NA when using Greenville altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Greenville altimeter setting and increase LPV DA to 483, LNAV/VNAV DA to 518, and all MDA 60 feet; increase LNAV/VNAV all Cats. visibility ¼ mile.

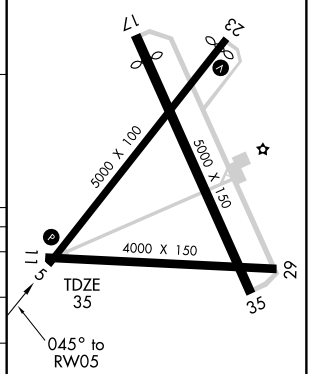
MISSED APPROACH: Climb to 2600 direct HALAX and hold.

AWOS-3	WASHINGTON CENTER	UNICOM
120.175	135.5 272.75	122.7 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	442-1½ 407 (500-1½)			
LNAV/ VNAV DA	477-1½ 442 (500-1½)			
LNAV MDA	560-1 525 (600-1)		560-1½ 525 (600-1½)	560-1¾ 525 (600-1¾)
CIRCLING	560-1 523 (600-1)		560-1½ 523 (600-1½)	620-2 583 (600-2)



REIL Rwy 5-23 L
MIRL Rwys 5-23 and 17-35 L

SE-2. 22 OCT 2009 to 19 NOV 2009

APP CRS	Rwy Idg	4499
163°	TDZE	36
	Apt Elev	37

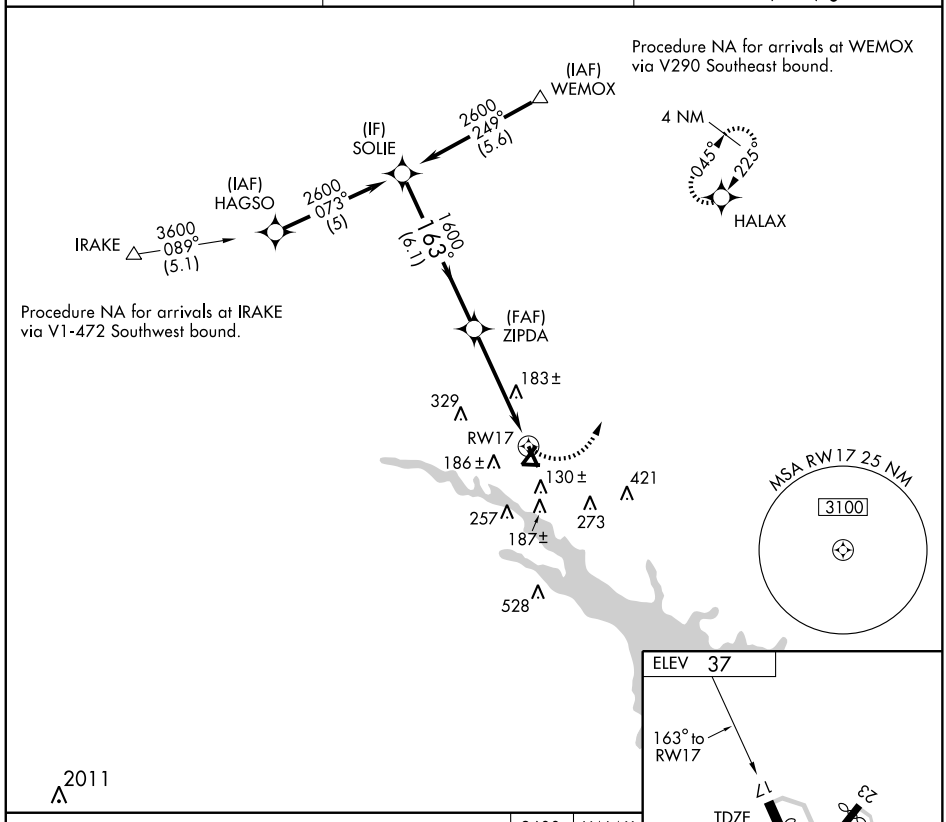
RNAV (GPS) RWY 17

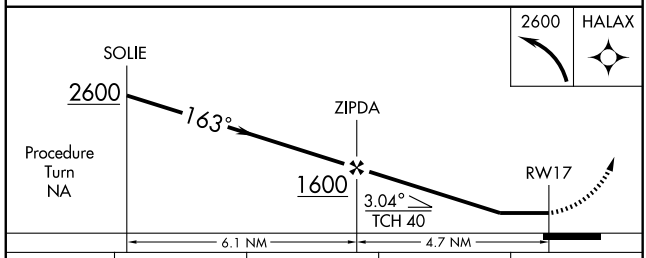
WASHINGTON/ WARREN FIELD (OCW)

DME/DME RNP-0.3 NA. Procedure NA at night.
Visibility reduction by helicopters NA. When local altimeter setting not received, use Greenville altimeter setting and increase all MDA 60 feet; increase LNAV Cat. D visibility ¼ mile.

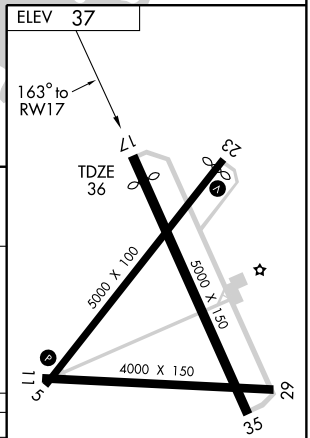
MISSED APPROACH: Climbing left turn to 2600 direct HALAX and hold.

AWOS-3	WASHINGTON CENTER	UNICOM
120.175	135.5 272.75	122.7 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	440-1 404 (500-1)		440-1¼ 404 (500-1¼)	
CIRCLING	540-1 503 (600-1)		540-1½ 503 (600-1½)	620-2 583 (600-2)



REIL Rwy 5-23 L
MIRL Rwys 5-23 and 17-35 L

SE-2, 22 OCT 2009 to 19 NOV 2009

WAAS	APP CRS	Rwy Idg	4801
CH 93810	225°	TDZE	37
W23A		Apt Elev	37

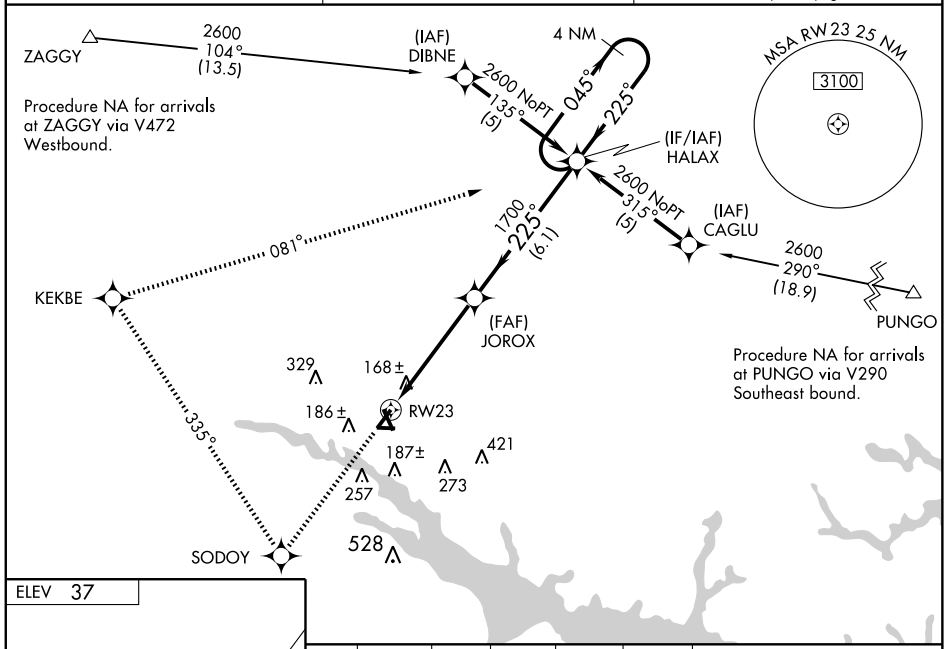
RNAV (GPS) RWY 23

WASHINGTON/ WARREN FIELD (OCW)

T A Circling to Rwy 17-35 NA at night.
Baro-VNAV NA when using Greenville altimeter setting.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15° C (5° F) or above 48° C (118° F). DME/DME RNP-0.3 NA.
Visibility reduction by helicopters NA. When local altimeter setting not received, use Greenville altimeter setting and increase LPV DA to 477, LNAV/VNAV DA to 514, and all MDA 60 feet; increase LNAV/VNAV all Cats., and LNAV Cats. C and D visibility ¼ mile.

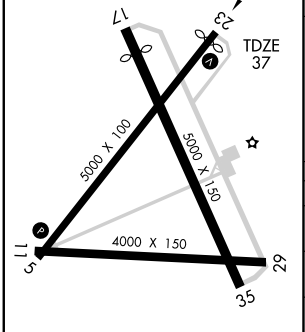
MISSED APPROACH: Climb to 2600 direct SODOY and right turn via 335° track to KEKBE and right turn via 081° track to HALAX and hold.

AWOS-3	WASHINGTON CENTER	UNICOM
120.175	135.5 272.75	122.7 (CTAF) L

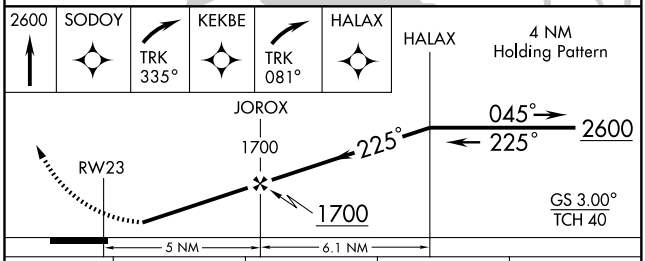


SE-2, 22 OCT 2009 to 19 NOV 2009

ELEV 37



MIRL Rwys 5-23 and 17-35 L
REIL Rwy 5-23 L



CATEGORY	A	B	C	D
LPV DA	436-1½ 399 (400-1½)			
LNAV/ VNAV DA	473-1½ 436 (500-1½)			
LNAV MDA	420-1 383 (400-1)			420-1¼ 383 (400-1¼)
CIRCLING	540-1 503 (600-1)		540-1½ 503 (600-1½)	620-2 583 (600-2)

WAAS	APP CRS	Rwy Idg	5000
CH 78310	343°	TDZE	35
W35A		Apt Elev	37

RNAV (GPS) RWY 35

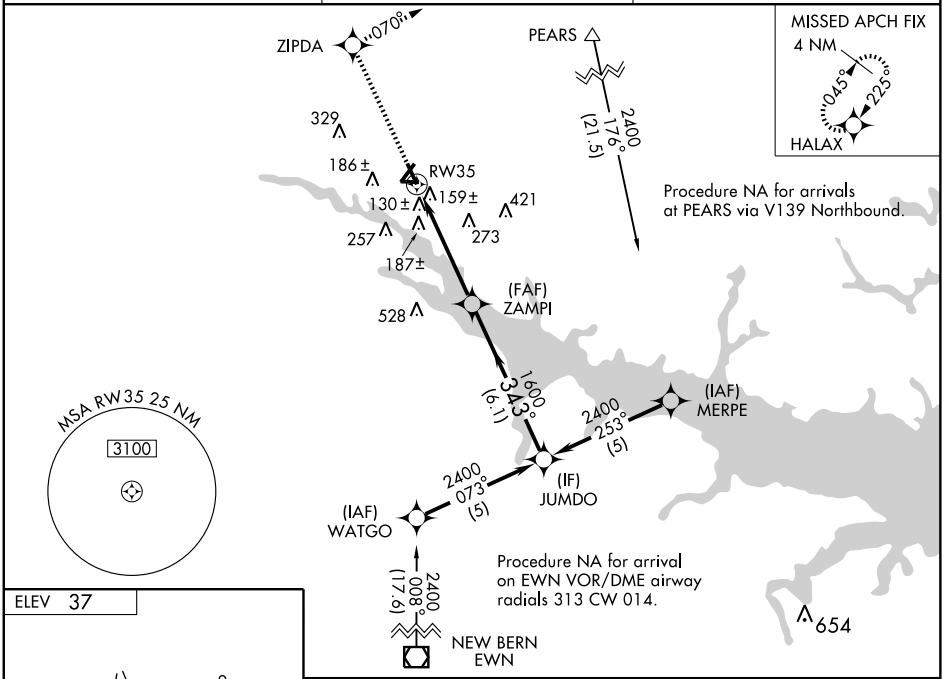
WASHINGTON/ WARREN FIELD (OCW)

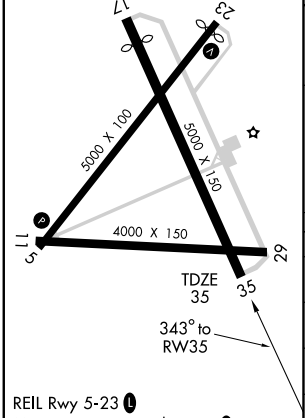
T
A

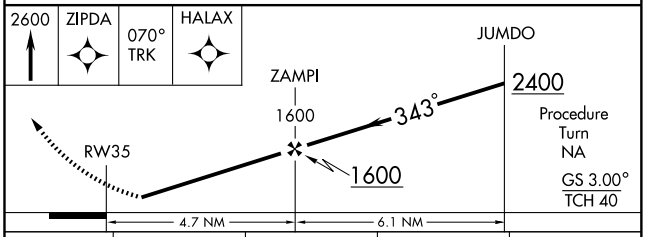
Baro-VNAV NA when using Greenville altimeter setting.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA.
Procedure NA at night. Visibility reduction by helicopters NA.
When local altimeter setting not received, use Greenville altimeter setting and increase LPV DA to 400, LNAV/VNAV DA to 534, and all MDA 60 feet; increase LNAV Cats.C and D visibility ¼ mile.

MISSED APPROACH: Climb to 2600 direct ZIPDA and via 070° track to HALAX and hold.

AWOS-3	WASHINGTON CENTER	UNICOM
120.175	135.5 272.75	122.7 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	359-1¼ 324 (400-1¼)			
LNAV/ VNAV DA	493-1¾ 458 (500-1¾)			
LNAV MDA	500-1 465 (500-1)		500-1¼ 465 (500-1¼)	500-1½ 465 (500-1½)
CIRCLING	540-1 503 (600-1)		540-1½ 503 (600-1½)	620-2 583 (600-2)

SE-2, 22 OCT 2009 to 19 NOV 2009

VORTAC ISO	APP CRS	Rwy Idg	5000
109.6	069°	TDZE	35
Chan 33		Apt Elev	38

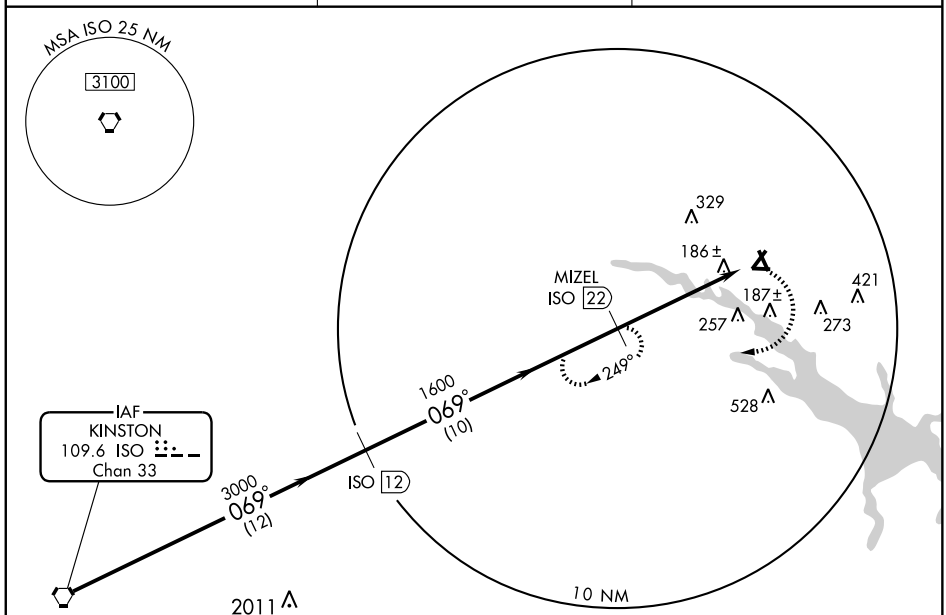
VOR/DME RWY 5

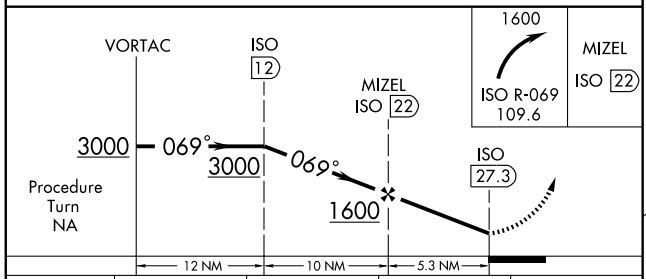
WASHINGTON/ WARREN FIELD (OCW)

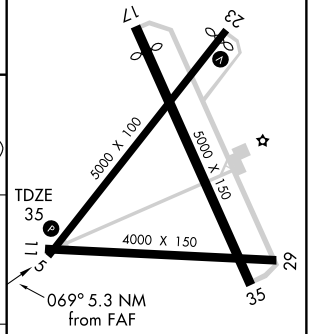
NA

MISSED APPROACH: Climbing right turn to 1600 via ISO R-069 to MIZEL ISO 22 DME and hold.

AWOS-3	WASHINGTON CENTER	UNICOM
120.175	135.5 272.75	122.7 (CTAF) L







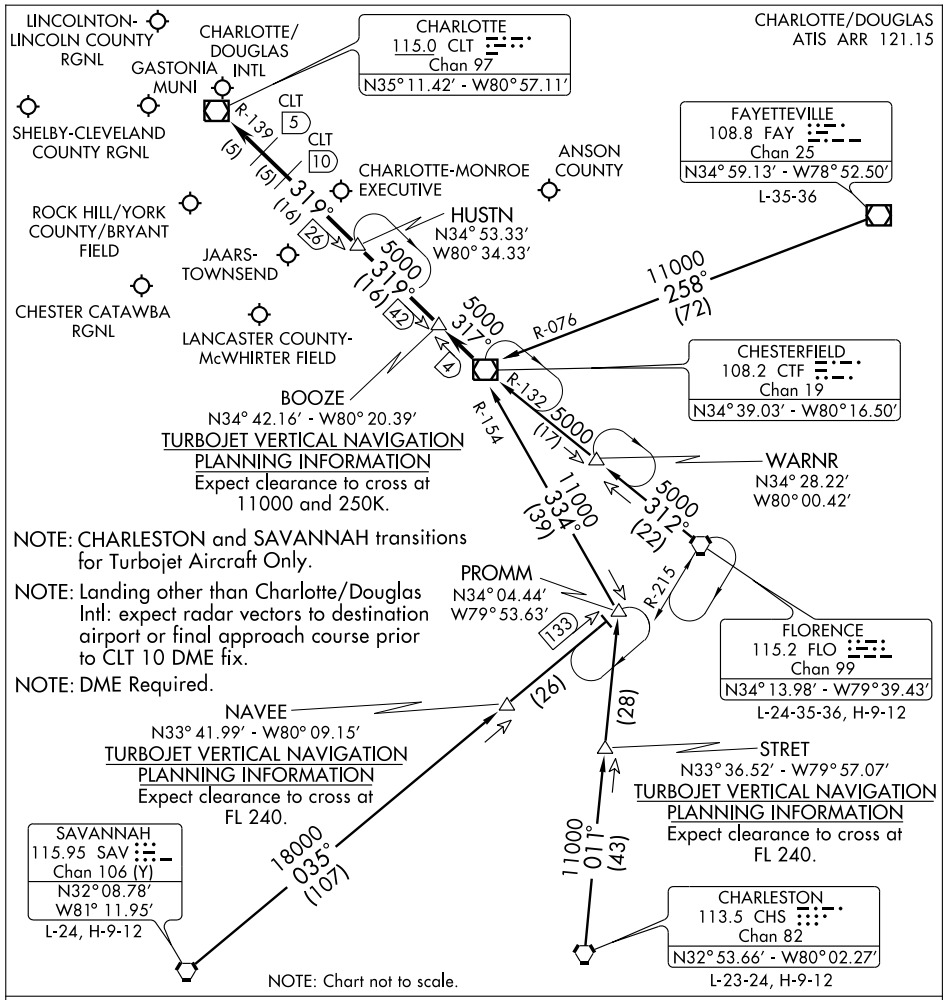
CATEGORY	A	B	C	D
S-5	800-1 765 (800-1)	800-1¼ 765 (800-1¼)	800-2¼ 765 (800-2¼)	800-2½ 765 (800-2½)
CIRCLING	800-1 762 (800-1)	800-1¼ 762 (800-1¼)	800-2¼ 762 (800-2¼)	800-2½ 762 (800-2½)

REIL Rwy 5-23 L
MIRL Rwys 5-23 and 17-35 L

SE-2, 22 OCT 2009 to 19 NOV 2009

CHESTERFIELD THREE ARRIVAL

CHARLOTTE, NORTH CAROLINA



CHARLESTON TRANSITION (CHS.CTF3): From over CHS VORTAC via CHS R-011 to PROMM INT then via CTF R-154 to CTF VOR/DME. Thence....

FAYETTEVILLE TRANSITION (FAY.CTF3): From over FAY VOR/DME via FAY R-258 and CTF R-076 to CTF VOR/DME. Thence....

FLORENCE TRANSITION (FLO.CTF3): From over FLO VORTAC via FLO R-312 and CTF R-132 to CTF VOR/DME. Thence....

SAVANNAH TRANSITION (SAV.CTF3): From over SAV VORTAC via SAV R-035 to PROMM INT then via CTF R-154 to CTF VOR/DME. Thence....

. . . .From over CTF VOR/DME via CTF R-317 to BOOZE, then via CLT R-139 to:

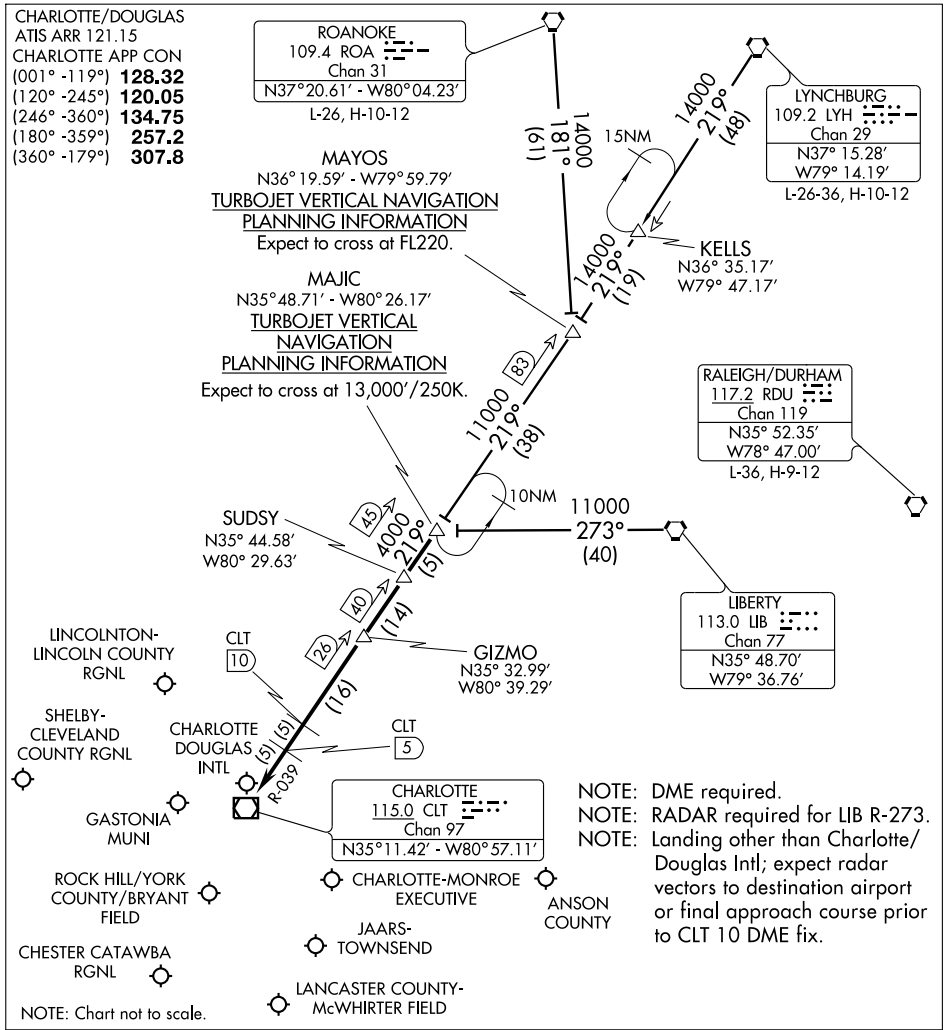
(LANDING NORTH) HUSTN INT: Expect radar vectors to final approach course.

(LANDING SOUTH) CLT VOR/DME: Expect radar vectors to final approach course prior to CLT 5 DME fix.

SE-2, 22 OCT 2009 to 19 NOV 2009

MAJIC ONE ARRIVAL

CHARLOTTE, NORTH CAROLINA



LIBERTY TRANSITION (LIB.MAJIC1): From over LIB VORTAC via LIB R-273 to MAJIC INT. Thence. . . .

LYNCHBURG TRANSITION (LYH.MAJIC1): From over LYH VORTAC via LYH R-219 and CLT R-039 to MAJIC INT. Thence. . . .

ROANOKE TRANSITION (ROA.MAJIC1): From over ROA VORTAC via ROA R-181 and CLT R-039 to MAJIC INT. Thence. . . .

. . . .From over MAJIC via CLT R-039 to:

LANDING NORTH: CLT VOR/DME. Expect radar vectors to final approach course prior to the CLT 5 DME fix.

LANDING SOUTH: GIZMO. Expect radar vectors to final approach course.

SE-2, 22 OCT 2009 to 19 NOV 2009

APP CRS	Rwy Idg	3309
045°	TDZE	602
	Apt Elev	602

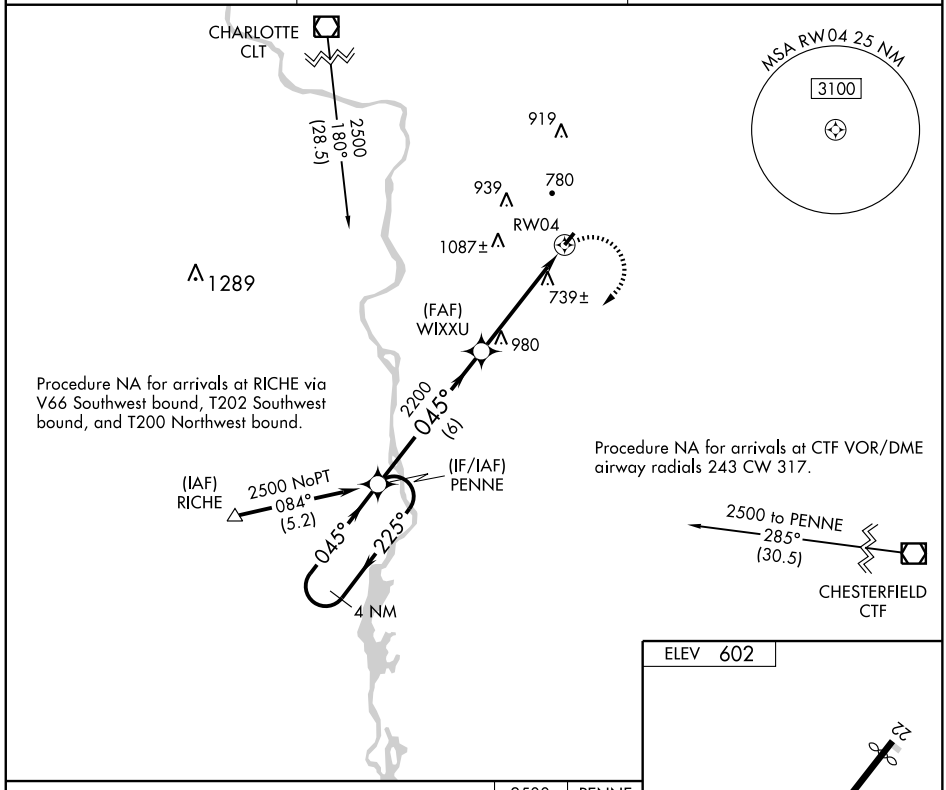
RNAV (GPS) RWY 4

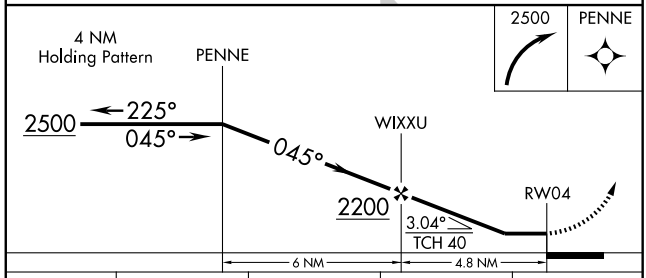
WAXHAW/JAARS-TOWNSEND (N52)

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Monroe altimeter setting, when not received use Rock Hill altimeter setting and increase all MDA 20 feet.

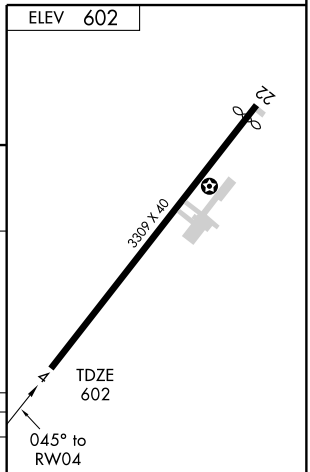
MISSED APPROACH: Climbing right turn to 2500 direct PENNE and hold.

MONROE ASOS	CHARLOTTE APP CON	UNICOM
135.775	120.05 307.8	123.0 (CTAF) L ★





CATEGORY	A	B	C	D
LNAV MDA	1040-1 438 (500-1)		1040-1¼ 438 (500-1¼)	1040-1½ 438 (500-1½)
CIRCLING	1160-1 558 (600-1)	1220-1 618 (700-1)	1220-1¾ 618 (700-1¾)	1320-2¼ 718 (800-2¼)



SE-2, 22 OCT 2009 to 19 NOV 2009

APP CRS	Rwy Idg	3109
240°	TDZE	602
	Apt Elev	602

RNAV (GPS) RWY 22

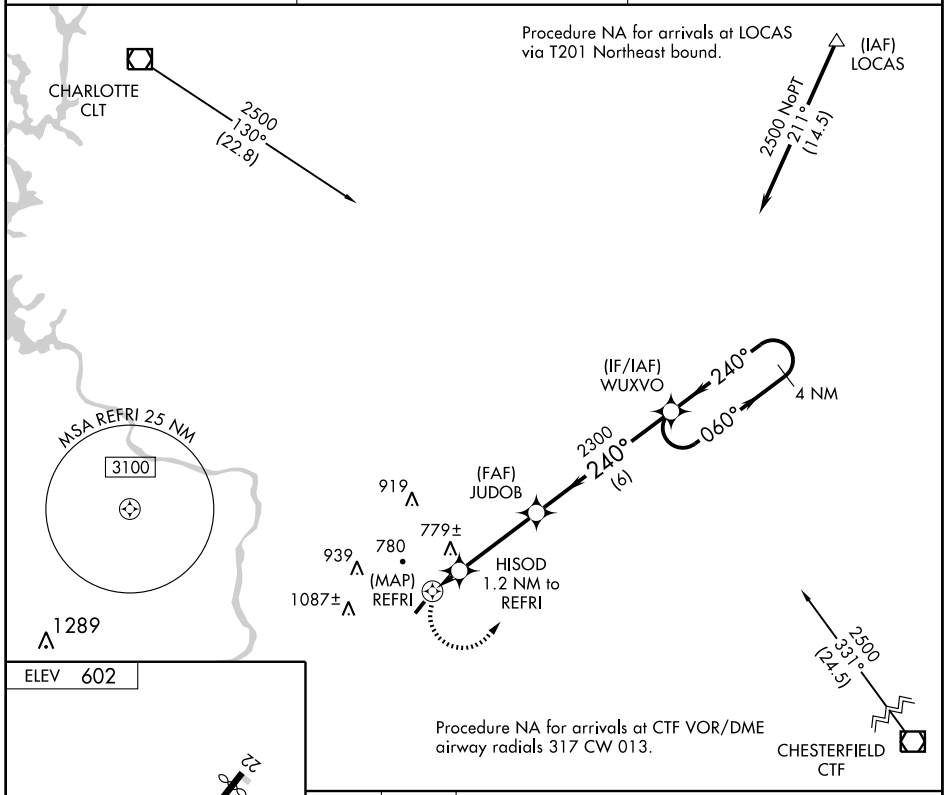
WAXHAW/ JAARS-TOWNSEND (N52)

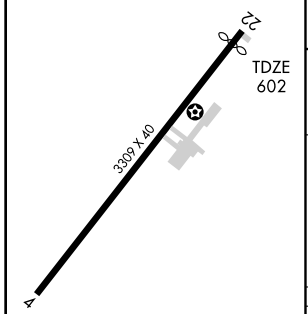
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Monroe altimeter setting, when not received use Rock Hill altimeter setting and increase all MDA 20 feet.

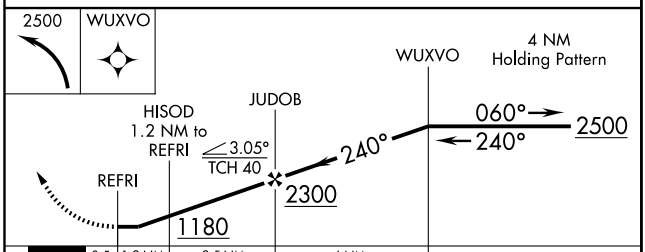
NA

MISSED APPROACH: Climbing left turn to 2500 direct WUXVO and hold.

MONROE ASOS	CHARLOTTE APP CON	UNICOM
135.775	120.05 307.8	123.0 (CTAF)



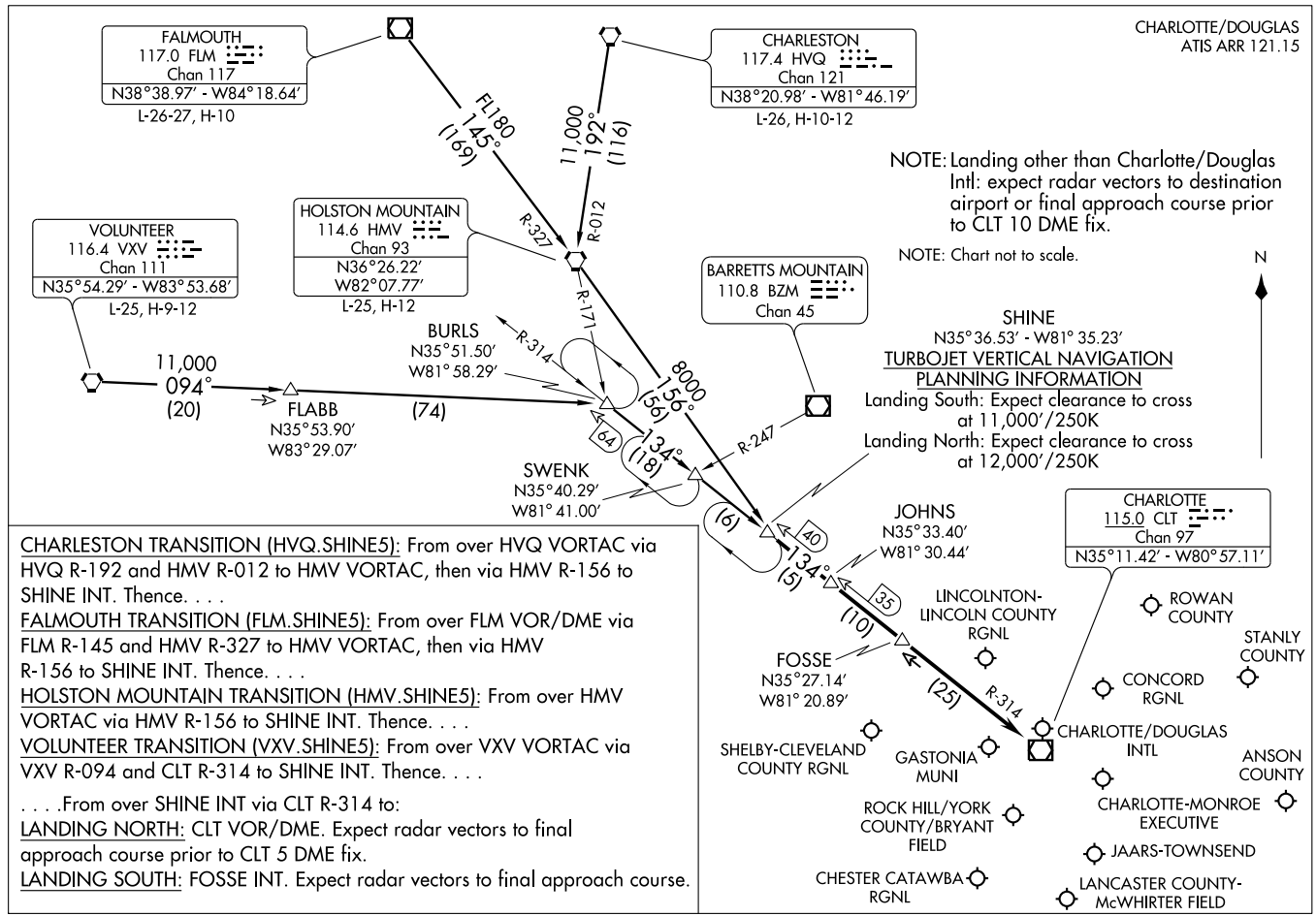




CATEGORY	A	B	C	D
LNAV MDA	1080-1 478 (500-1)		1080-1¼ 478 (500-1¼)	1080-1½ 478 (500-1½)
CIRCLING	1160-1 558 (600-1)	1220-1 618 (700-1)	1220-1¾ 618 (700-1¾)	1320-2¼ 718 (800-2¼)

LIRL Rwy 4-22

SE-2, 22 OCT 2009 to 19 NOV 2009



CHARLESTON TRANSITION (HVQ.SHINE5): From over HVQ VORTAC via HVQ R-192 and HMV R-012 to HMV VORTAC, then via HMV R-156 to SHINE INT. Thence. . . .

FALMOUTH TRANSITION (FLM.SHINE5): From over FLM VOR/DME via FLM R-145 and HMV R-327 to HMV VORTAC, then via HMV R-156 to SHINE INT. Thence. . . .

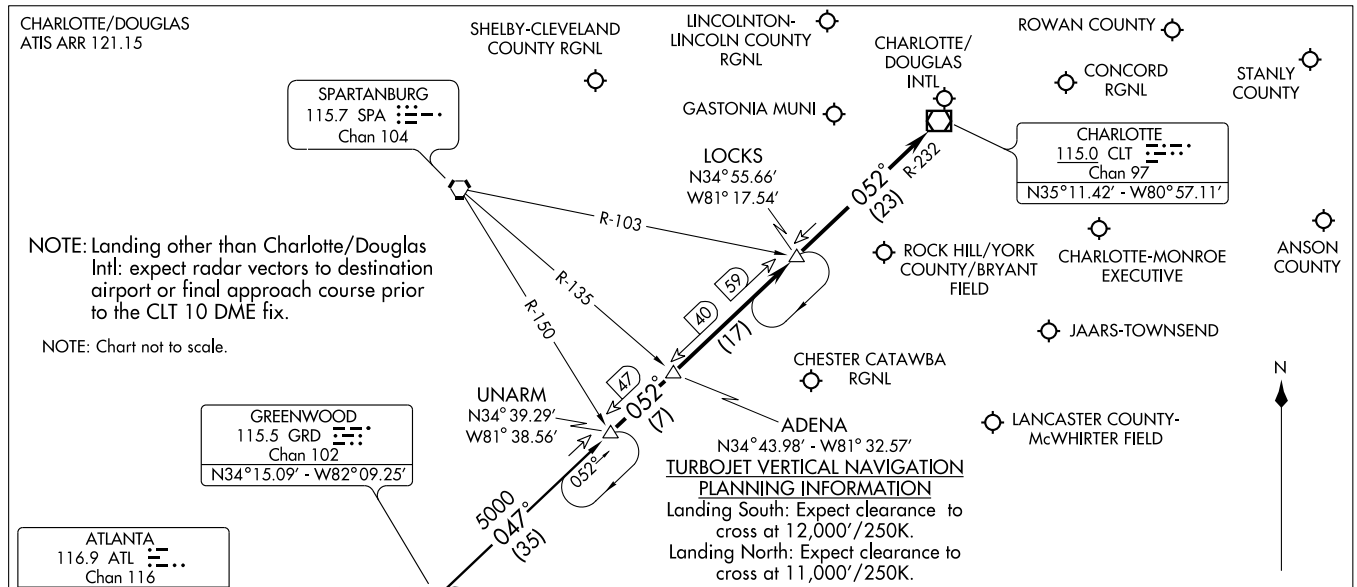
HOLSTON MOUNTAIN TRANSITION (HMV.SHINE5): From over HMV VORTAC via HMV R-156 to SHINE INT. Thence. . . .

VOLUNTEER TRANSITION (VXV.SHINE5): From over VXV VORTAC via VXV R-094 and CLT R-314 to SHINE INT. Thence. . . .

. . . .From over SHINE INT via CLT R-314 to:

LANDING NORTH: CLT VOR/DME. Expect radar vectors to final approach course prior to CLT 5 DME fix.

LANDING SOUTH: FOSSE INT. Expect radar vectors to final approach course.



NOTE: Landing other than Charlotte/Douglas Intl: expect radar vectors to destination airport or final approach course prior to the CLT 10 DME fix.

NOTE: Chart not to scale.

TURBOJET VERTICAL NAVIGATION PLANNING INFORMATION
Landing South: Expect clearance to cross at 12,000′/250K.
Landing North: Expect clearance to cross at 11,000′/250K.

TURBOJET VERTICAL NAVIGATION PLANNING INFORMATION
Expect clearance to cross at FL240

ATLANTA TRANSITION (ATL.UNARM1): From over ATL VORTAC via ATL R-071 and GRD R-254 to GRD VORTAC. Then via GRD R-047 and CLT R-232 to UNARM INT. Thence. . . .

COLLIERS TRANSITION (IRQ.UNARM1): From over IRQ VORTAC via IRQ R-005 and GRD R-182 to GRD VORTAC. Then via GRD R-047 and CLT R-232 to UNARM INT. Thence. . . .

. . . . From over UNARM INT via CLT R-232 to:

LANDING NORTH: LOCKS INT. Expect radar vectors to final approach course.

LANDING SOUTH: CLT VOR/DME. Expect radar vectors to final approach course prior to CLT 5 DME fix.

NDB CPC	APP CRS		
227	059°	Rwy Idg	5500
		TDZE	99
		Apt Elev	99

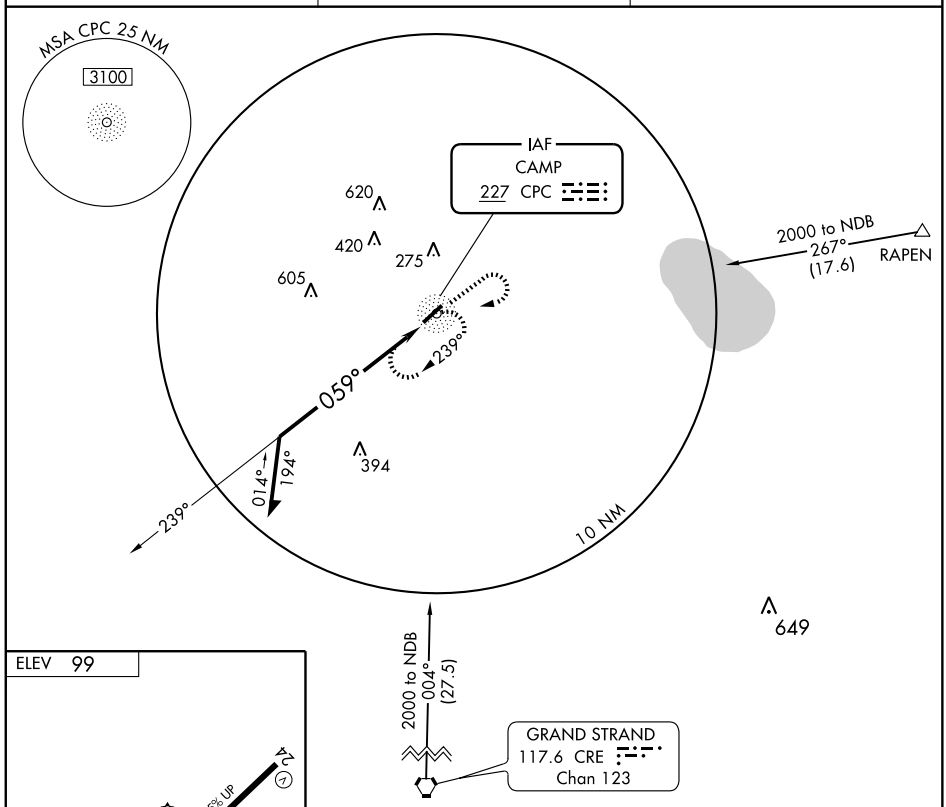
NDB RWY 6

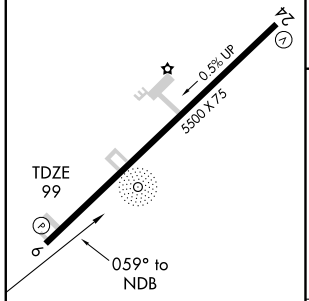
WHITEVILLE/ COLUMBUS COUNTY MUNI (CPC)

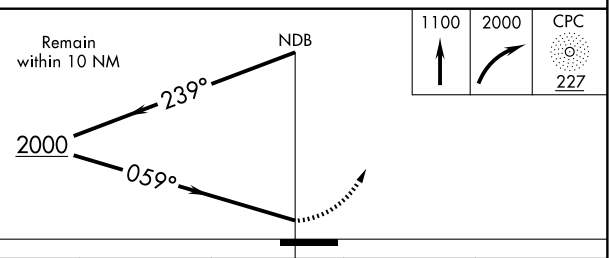
Visibility reduction by helicopters NA. When local altimeter setting not received, use Elizabethtown altimeter setting and increase all MDA 60 feet, S-6 Cat. C and D and Circling Cat. C visibility ¼ mile.

MISSED APPROACH: Climb to 1100 then climbing right turn to 2000 direct CPC NDB and hold, continue climb-in-hold to 2000.

AWOS-3	MYRTLE BEACH APP CON ★	UNICOM
118.375	119.2 350.3	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-6	680-1	581 (600-1)	680-1½ 581 (600-1½)	680-1¾ 581 (600-1¾)
CIRCLING	680-1	581 (600-1)	680-1½ 581 (600-1½)	680-2 581 (600-2)

REIL Rwy 6 L
MIRL Rwy 6-24 L

SE-2, 22 OCT 2009 to 19 NOV 2009

APP CRS	Rwy Idg	5500
055°	TDZE	99
	Apt Elev	99

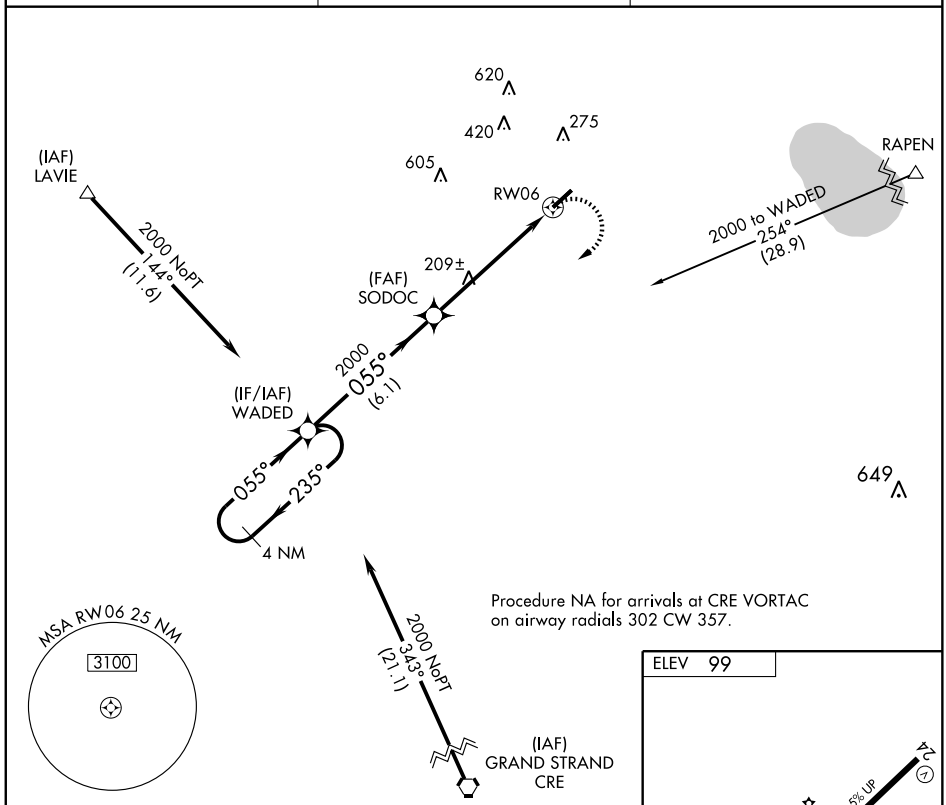
RNAV (GPS) RWY 6

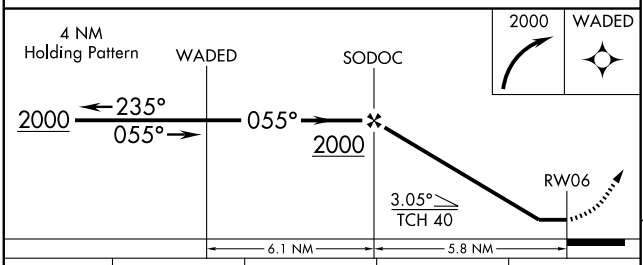
WHITEVILLE/ COLUMBUS COUNTY MUNI (CPC)

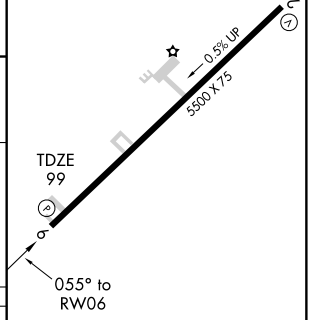
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Elizabethtown altimeter setting and increase all MDA 60 feet, and LNAV Cat. D visibility ¼ mile.

MISSED APPROACH: Climbing right turn to 2000 direct WADED and hold.

AWOS-3	MYRTLE BEACH APP CON ★	UNICOM
118.375	119.2 350.3	122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	500-1 401 (500-1)		500-1¼ 401 (500-1¼)	
CIRCLING	560-1 461 (500-1)		560-1½ 461 (500-1½)	660-2 561 (600-2)

REIL Rwy 6 L
MIRL Rwy 6-24 L

SE-2, 22 OCT 2009 to 19 NOV 2009

NDB MCZ	APP CRS	Rwy ldg	5000
336	208°	TDZE	76
		Apt Elev	76

NDB RWY 21

WILLIAMSTON/MARTIN COUNTY (MCZ)

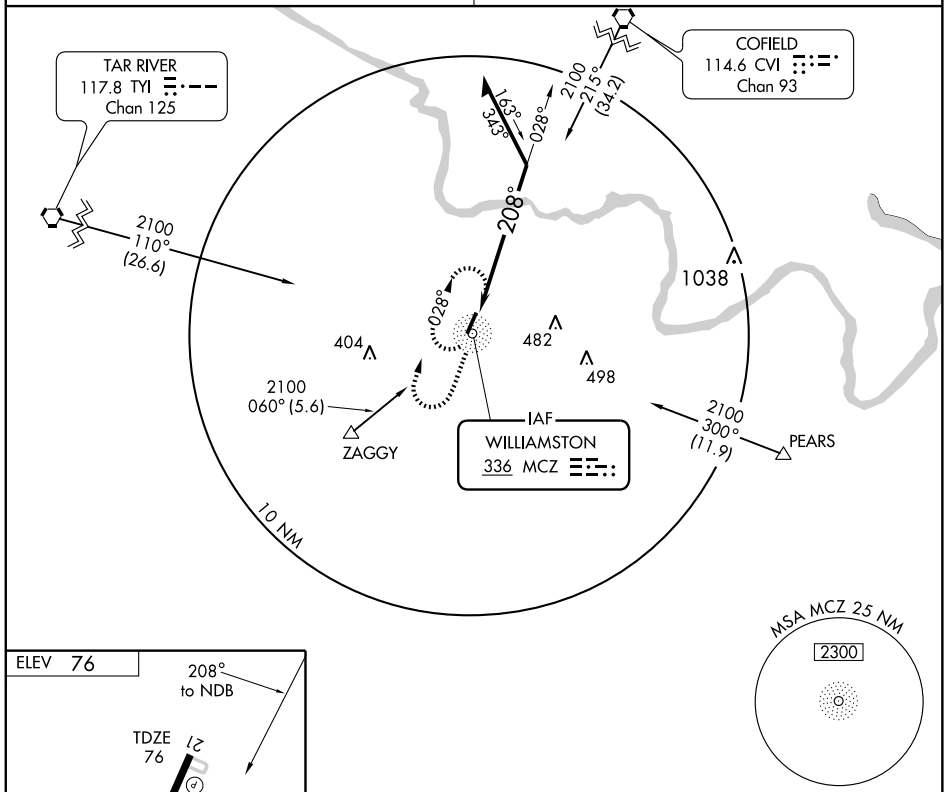
Use Pitt-Greenville altimeter setting; if not received, use Rocky Mount altimeter setting and increase all MDAs 60 feet.

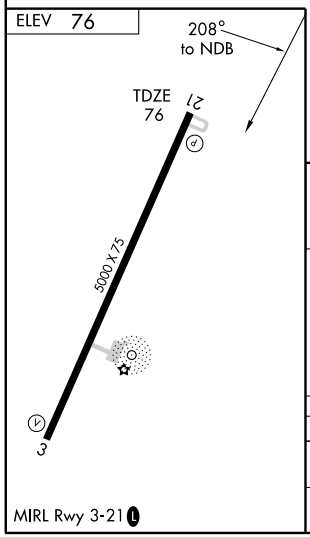
NA

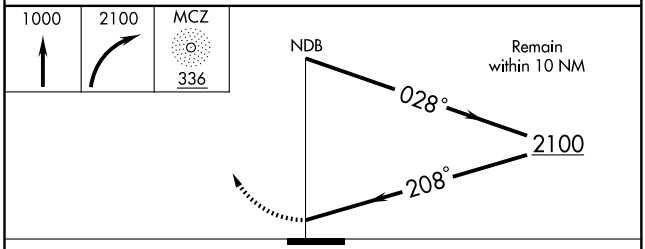
MISSED APPROACH: Climb to 1000 then climbing right turn to 2100 direct MCZ NDB and hold.

WASHINGTON CENTER
135.5 272.75

UNICOM
122.8 (CTAF) L







CATEGORY	A	B	C	D
S-21	600-1	524 (600-1)	600-1½ 524 (600-1½)	600-1¾ 524 (600-1¾)
CIRCLING	600-1	524 (600-1)	600-1½ 524 (600-1½)	640-2 564 (600-2)

SE-2. 22 OCT 2009 to 19 NOV 2009

APP CRS	Rwy Idg	5000
033°	TDZE	75
	Apt Elev	76

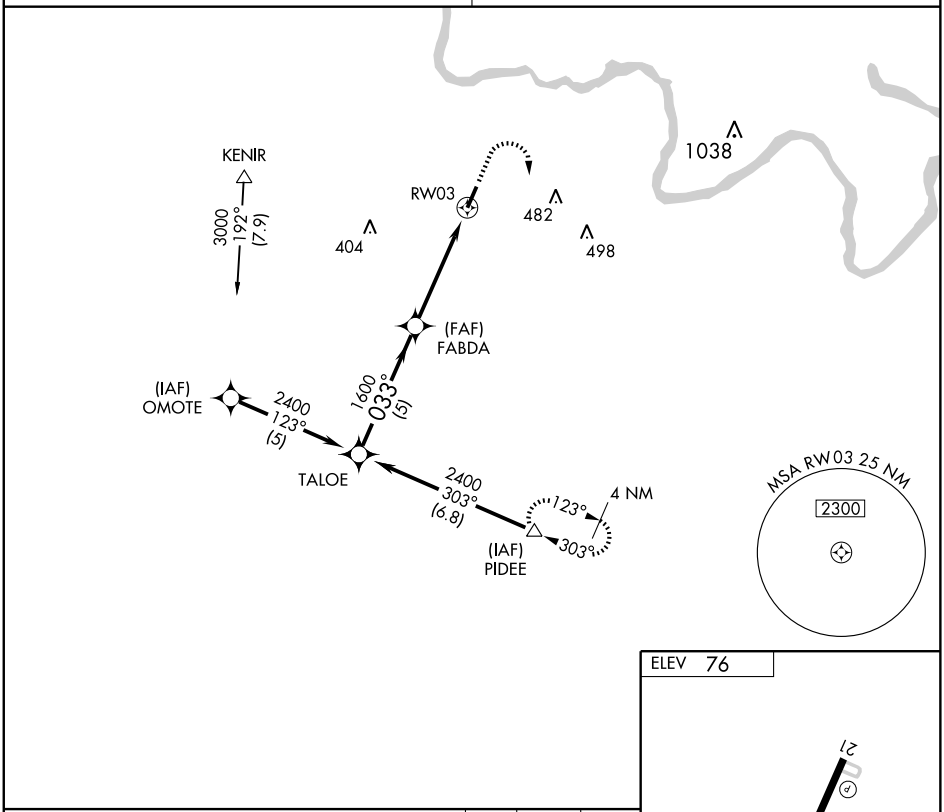
RNAV (GPS) RWY 3

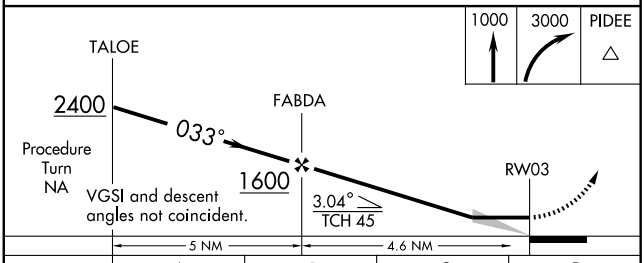
WILLIAMSTON/ MARTIN COUNTY (MCZ)

GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA. Use Pitt-Greenville altimeter setting; If not received, use Rocky Mount altimeter setting and increase all MDAs 60 feet.

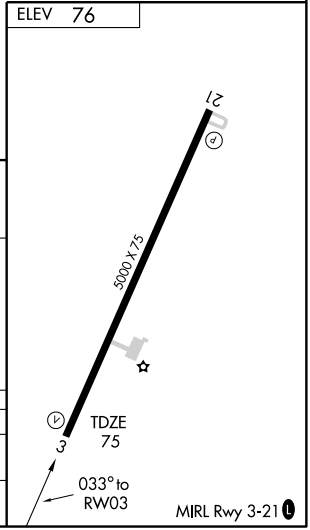
MISSED APPROACH: Climb to 1000 then climbing right turn to 3000 direct PIDEE WP and hold.

WASHINGTON CENTER	UNICOM
135.5 272.75	122.8 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	520-1 445 (500-1)		520-1¼ 445 (500-1¼)	520-1½ 445 (500-1½)
CIRCLING	520-1 444 (500-1)	540-1 464 (500-1)	540-1½ 464 (500-1½)	640-2 564 (600-2)



SE-2, 22 OCT 2009 to 19 NOV 2009

APP CRS	Rwy Idg	5000
213°	TDZE	76
	Apt Elev	76

RNAV (GPS) RWY 21

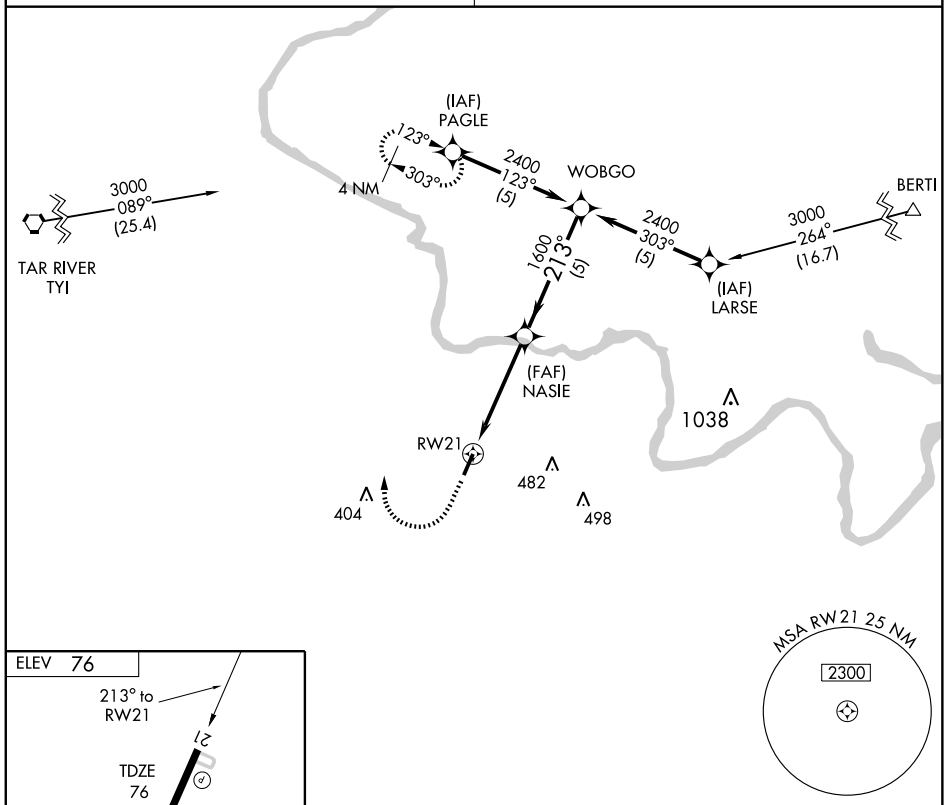
WILLIAMSTON/ MARTIN COUNTY (MCZ)

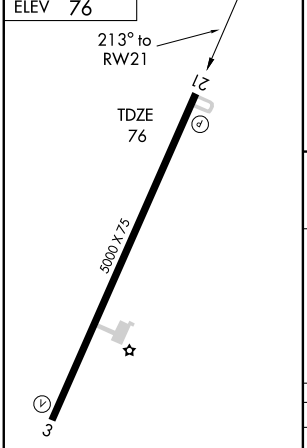
GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA.
Use Pitt-Greenville altimeter setting; If not received, use Rocky Mount altimeter setting and increase all MDAs 60 feet.

NA

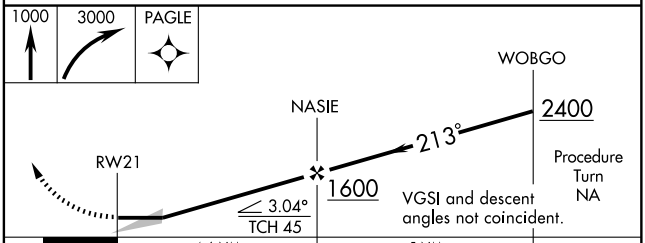
MISSED APPROACH: Climb to 1000 then climbing right turn to 3000 direct PAGLE WP and hold.

WASHINGTON CENTER	UNICOM
135.5 272.75	122.8 (CTAF) L





MIRL Rwy 3-21 L



CATEGORY	A	B	C	D
LNAV MDA	480-1 404 (500-1)		480-1¼ 404 (500-1¼)	
CIRCLING	520-1 444 (500-1)	540-1 464 (500-1)	540-1½ 464 (500-1½)	640-2 564 (600-2)

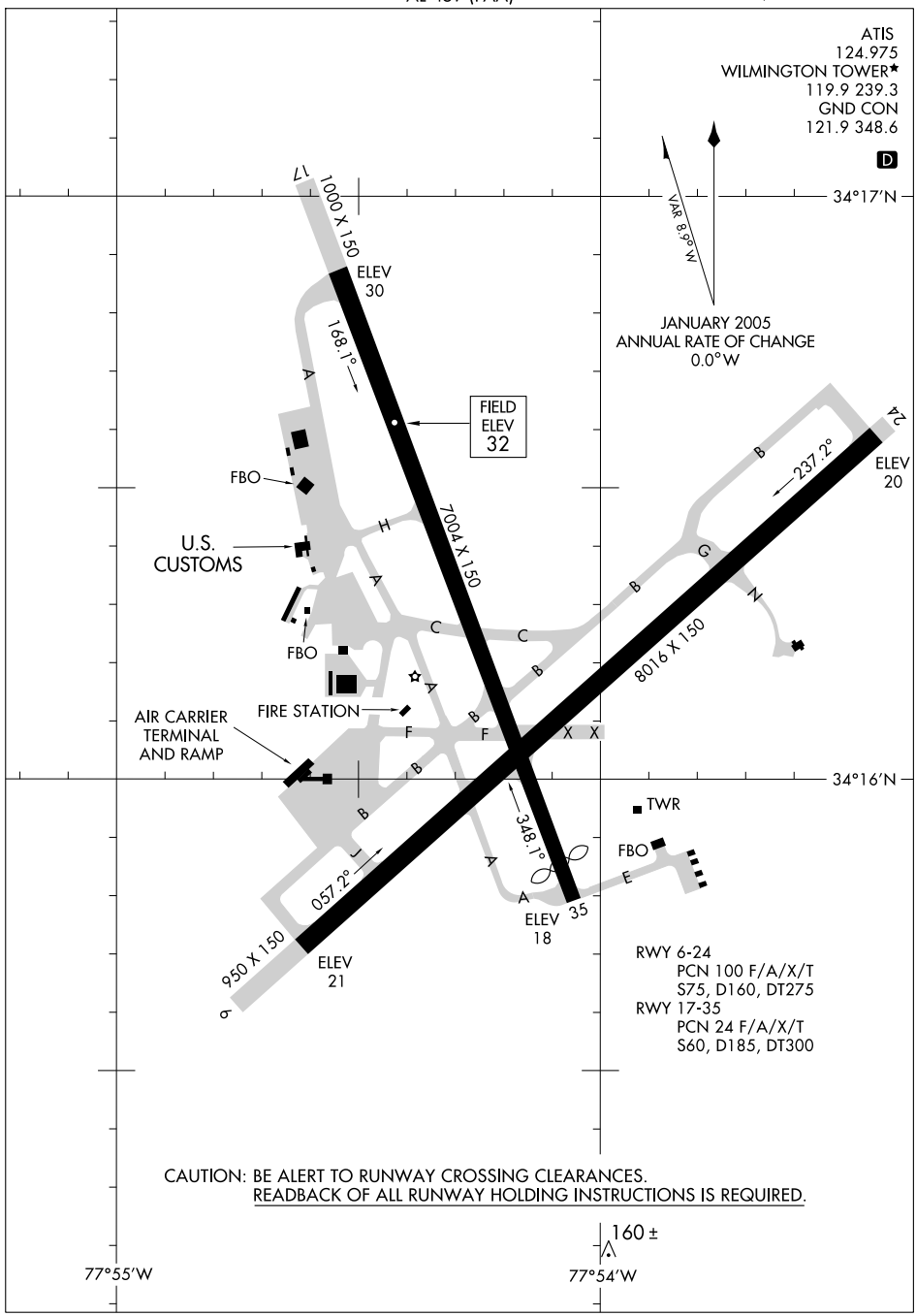
SE-2, 22 OCT 2009 to 19 NOV 2009

09295

AIRPORT DIAGRAM

AL-459 (FAA)

WILMINGTON INTL (ILM)
WILMINGTON, NORTH CAROLINA



SE-2, 22 OCT 2009 to 19 NOV 2009

LOC/DME I-GNM	APP CRS	Rwy Idg	8016
109.95	055°	TDZE	28
Chan 36 (Y)		Apt Elev	32

ILS or LOC/DME RWY 6

WILMINGTON INTL (ILM)

ASR

If local altimeter setting not received, use Brunswick County altimeter setting and increase all DAs/MDAs 60 feet. VDP NA when using Brunswick County altimeter setting.

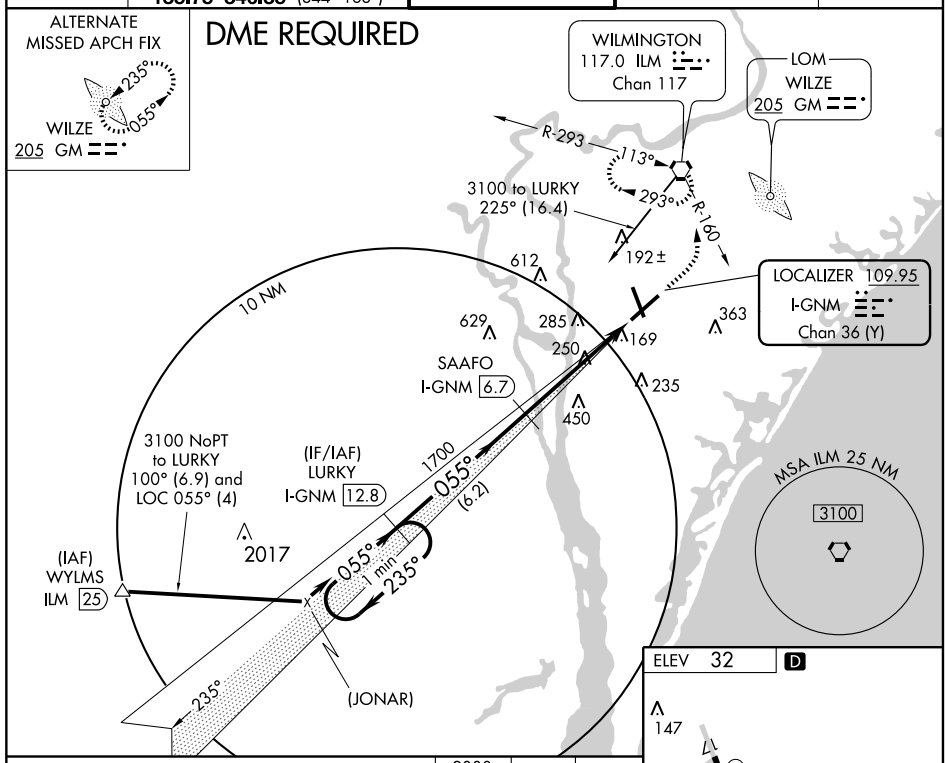
MISSED APPROACH: Climb to 2000 via heading 055° and ILM VORTAC R-160 to ILM VORTAC and hold.

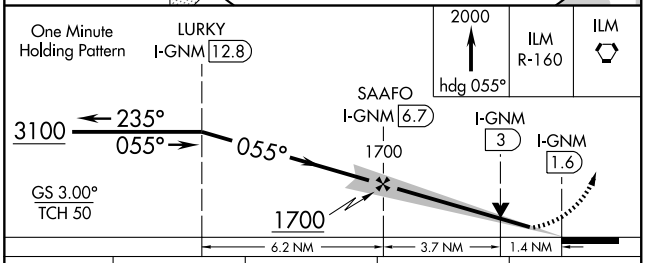
ATIS	WILMINGTON APP CON ★	WILMINGTON TOWER ★	GND CON	UNICOM
124.975	118.25 284.65 (164°-343°) 135.75 346.35 (344°-163°)	119.9 (CTAF) L 239.3	121.9 348.6	122.95

ALTERNATE MISSED APCH FIX

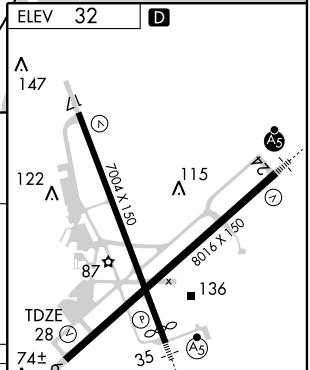
WILZE
205 GM

DME REQUIRED





CATEGORY	A	B	C	D
S-ILS 6	228/40 200 (200-¾)			
S-LOC 6	500/50 472 (500-1)		500/60 472 (500-1¼)	500-1½ 472 (500-1½)
CIRCLING	560-1 528 (600-1)		560-1½ 528 (600-1½)	640-2 608 (700-2)



REIL Rwy 6 L
REIL Rwy 17
HIRL Rwy 6-24 L
HIRL Rwy 17-35

SE-2, 22 OCT 2009 to 19 NOV 2009

LOC I-GMX	APP CRS	Rwy Idg	8016
111.55	235°	TDZE	26
		Apt Elev	32

ILS or LOC RWY 24
WILMINGTON INTL (ILM)

ASR

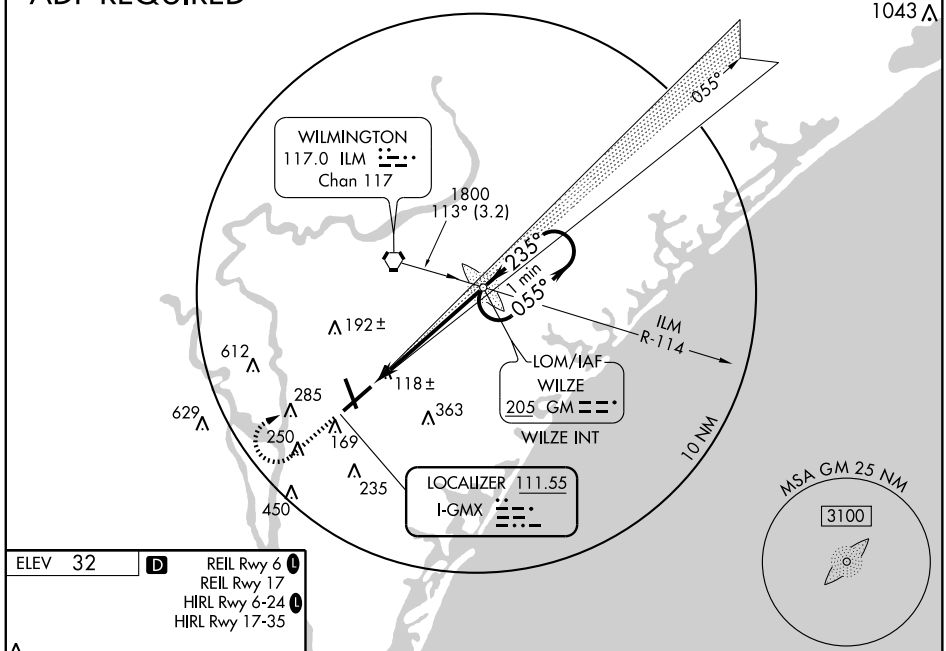
If local altimeter setting not received, use Brunswick County altimeter setting and increase all DAs/MDAs 60 feet.
ADF REQUIRED. Straight-in minimums NA at night when control tower closed.
* RVR 1800 authorized with the use of FD or AP or HUD to DA.

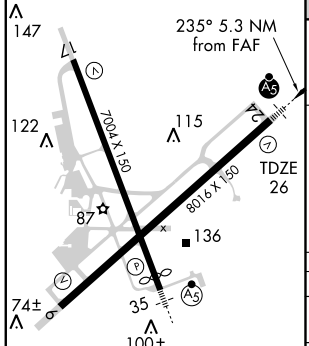
MALSR

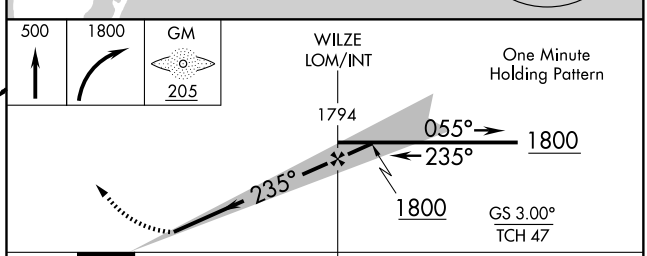
MISSED APPROACH: Climb to 500 then climbing right turn to 1800 direct WILZE LOM and hold.

ATIS	WILMINGTON APP CON *	WILMINGTON TOWER *	GND CON	UNICOM
124.975	118.25 284.65 (164°-343°) 135.75 346.35 (344°-163°)	119.9 (CTAF) L 239.3	121.9 348.6	122.95

ADF REQUIRED







FAF to MAP 5.3 NM					
Knots	60	90	120	150	180
Min:Sec	5:18	3:32	2:39	2:07	1:46

CATEGORY	A	B	C	D
S-ILS 24	* 226/24 200 (200-½)			
S-LOC 24	380/24 354 (400-½)			380/40 354 (400-¾)
CIRCLING	560-1 528 (600-1)		560-1½ 528 (600-1½)	640-2 608 (700-2)

SE-2. 22 OCT 2009 to 19 NOV 2009

LOC I-ILM	APP CRS	Rwy Idg	6604
110.3	346°	TDZE	30
		Apt Elev	32

ILS or LOC RWY 35
WILMINGTON INTL (ILM)

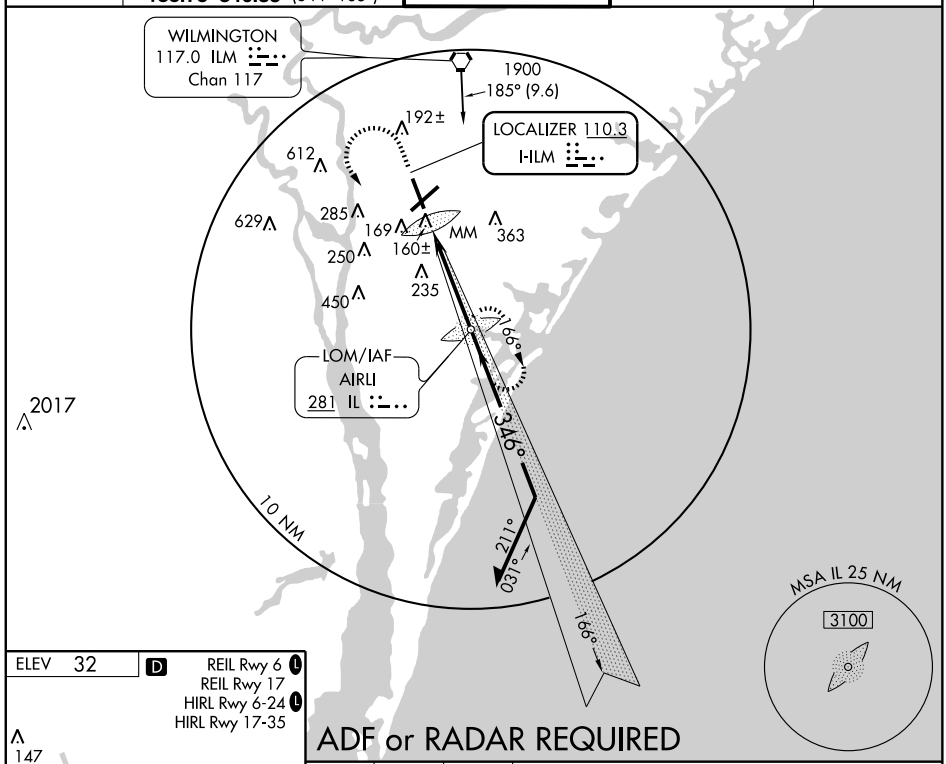
ASR

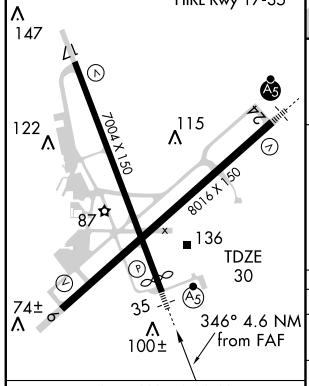
ADF REQUIRED.
* RVR 1800 authorized with the use of FD or AP or HUD to DA.

MALSR

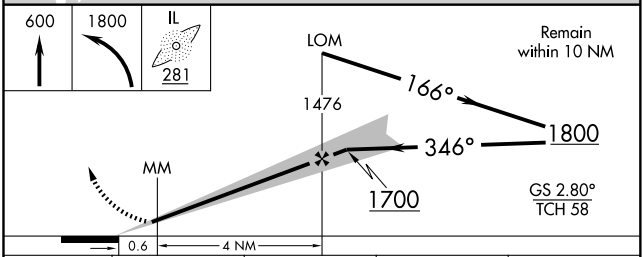
MISSED APPROACH: Climb to 600 then climbing left turn to 1800 direct IL LOM and hold.

ATIS	WILMINGTON APP CON ★	WILMINGTON TOWER ★	GND CON	UNICOM
124.975	118.25 284.65 (164°-343°) 135.75 346.35 (344°-163°)	119.9 (CTAF) L 239.3	121.9 348.6	122.95





FAF to MAP 4.6 NM					
Knots	60	90	120	150	180
Min:Sec	4:36	3:04	2:18	1:50	1:32



CATEGORY	A	B	C	D
S-ILS 35	*230/24 200 (200-½)			
S-LOC 35	420/24 390 (400-½)			420/40 390 (400-¾)
CIRCLING	540-1 508 (600-1)		540-1½ 508 (600-1½)	640-2 608 (700-2)

SE-2, 22 OCT 2009 to 19 NOV 2009

WAAS	APP CRS	Rwy Idg	8016
CH 86599	055°	TDZE	28
W06A		Apt Elev	32

RNAV (GPS) RWY 6

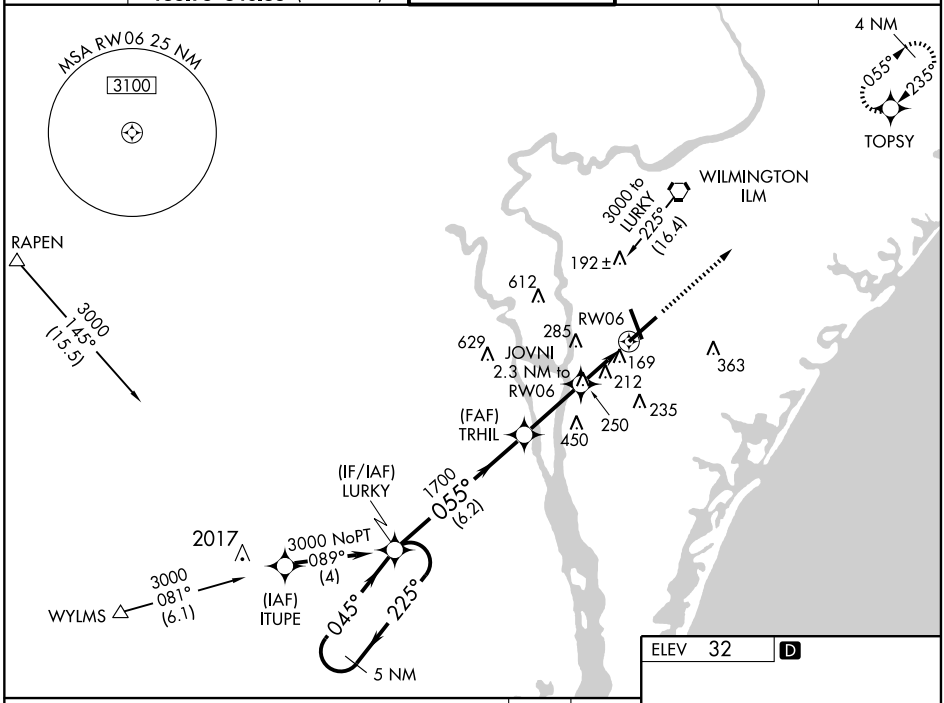
WILMINGTON INTL (ILM)

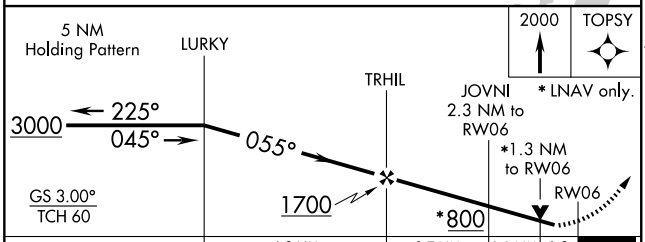
T A ASR

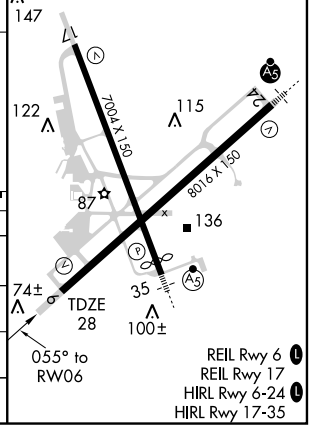
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (120°F). DME/DME RNP-0.3 NA. Straight-in minimums NA at night when control tower closed. VDP and Baro-VNAV NA when using Oak Island altimeter setting. If local altimeter setting not received, use Oak Island altimeter setting and increase all DAs 52 feet and all MDAs 60 feet.

MISSED APPROACH: Climb to 2000 direct TOPSY and hold.

ATIS	WILMINGTON APP CON ★	WILMINGTON TOWER ★	GND CON	UNICOM
124.975	118.25 284.65 (164°-343°) 135.75 346.35 (344°-163°)	119.9 (CTAF) L 239.3	121.9 348.6	122.95







CATEGORY	A	B	C	D
LPV DA	300-1 272 (300-1)			
LNAV/ VNAV DA	587-2 559 (600-2)			
LNAV MDA	480-1 452 (500-1)		480-1¼ 452 (500-1¼)	480-1½ 452 (500-1½)
CIRCLING	560-2 528 (600-2)			600-2 568 (600-2)

SE-2, 22 OCT 2009 to 19 NOV 2009

WAAS	APP CRS	Rwy Idg	6204
CH 90499	166°	TDZE	32
W17A		Apt Elev	32

RNAV (GPS) RWY 17

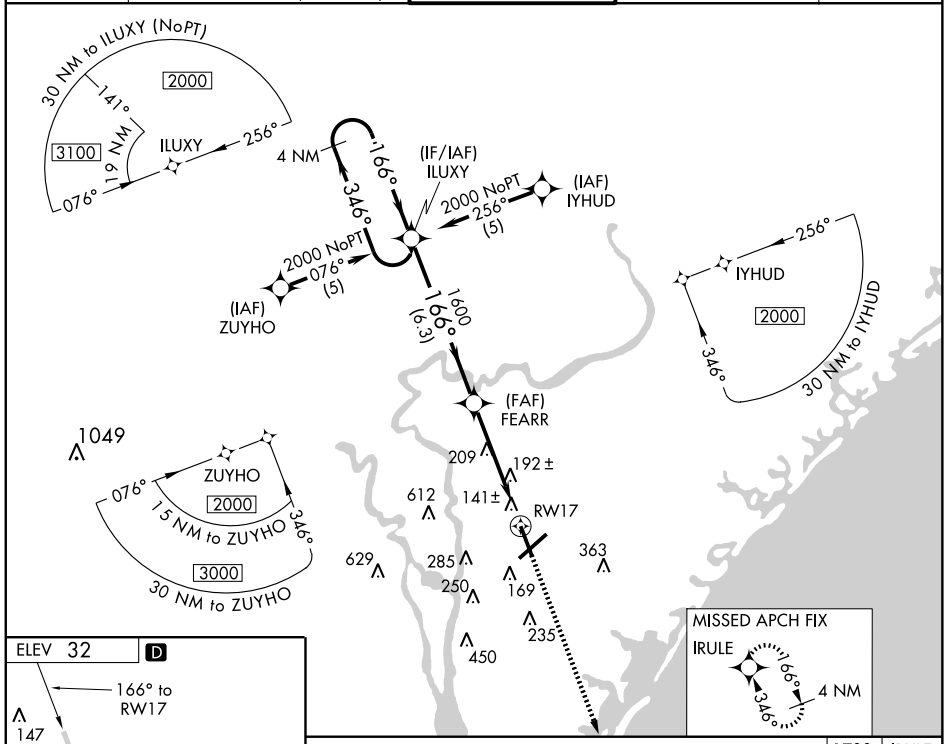
WILMINGTON INTL (ILM)

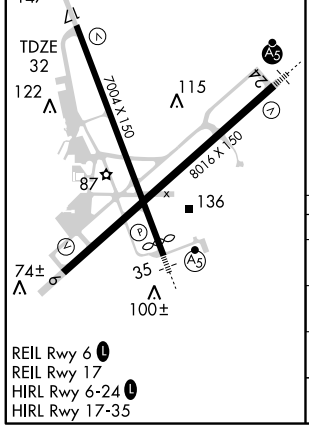
T A ASR

DME/DME RNP-0.3 NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (119°F). If local altimeter setting not received, use Oak Island altimeter setting and increase all DAs 52 feet and all MDAs 60 feet. VDP and Baro-VNAV NA when using Oak Island altimeter setting.

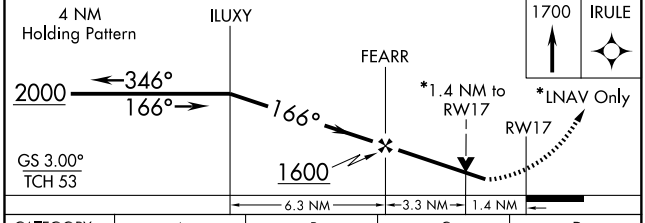
MISSED APPROACH: Climb to 1700 direct IRULE and hold.

ATIS	WILMINGTON APP CON ★	WILMINGTON TOWER ★	GND CON	UNICOM
124.975	118.25 284.65 (164°-343°) 135.75 346.35 (344°-163°)	119.9 (CTAF) L 239.3	121.9 348.6	122.95





REIL Rwy 6 L
REIL Rwy 17
HIRL Rwy 6-24 L
HIRL Rwy 17-35



CATEGORY	A	B	C	D
LPV DA	374-1¼ 342 (400-1¼)			
LNAV/ VNAV DA	417-1¼ 385 (400-1¼)			
LNAV MDA	520-1 488 (500-1)		520-1¼ 488 (500-1¼)	520-1½ 488 (500-1½)
CIRCLING	560-1¼ 528 (600-1¼)		560-1½ 528 (600-1½)	600-2 568 (600-2)

SE-2, 22 OCT 2009 to 19 NOV 2009

WAAS	APP CRS	Rwy Idg	8016
CH 45899	235°	TDZE	26
W24A		Apt Elev	32

RNAV (GPS) RWY 24

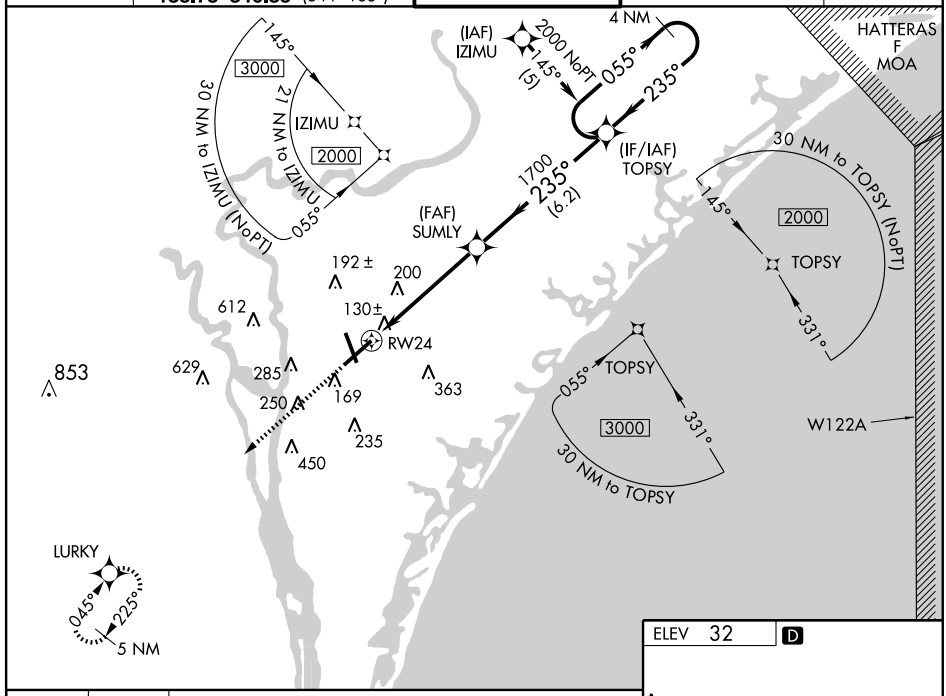
WILMINGTON INTL (ILM)

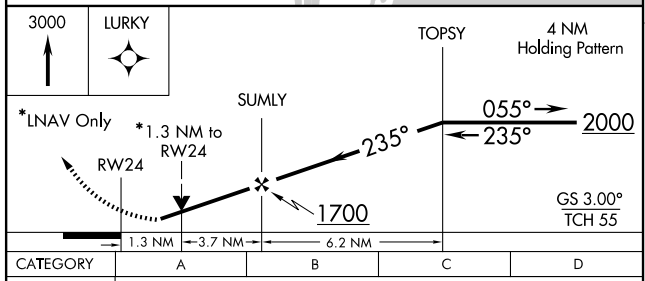
T A ASR — For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (120°F). DME/DME RNP-0.3 NA. Straight-in minimums NA at night when control tower closed. If local altimeter setting not received, use Oak Island altimeter setting and increase all DAs 52 feet and all MDAs 60 feet. VDP and Baro-VNAV NA when using Oak Island altimeter setting.

MALSR

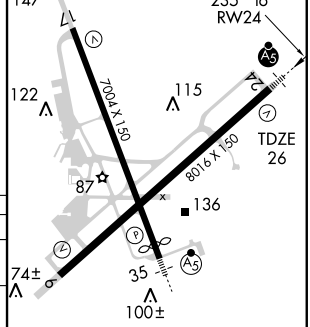
MISSED APPROACH: Climb to 3000 direct LURKY and hold.

ATIS	WILMINGTON APP CON ★	WILMINGTON TOWER ★	GND CON	UNICOM
124.975	118.25 284.65 (164°-343°) 135.75 346.35 (344°-163°)	119.9 (CTAF) L 239.3	121.9 348.6	122.95





CATEGORY	A	B	C	D
LPV DA	367-1¼ 341 (400-1¼)			
LNAV/ VNAV DA	405-1¼ 379 (400-1¼)			
LNAV MDA	500-1 474 (500-1)		500-1¼ 474 (500-1¼)	500-1½ 474 (500-1½)
CIRCLING	560-1¼ 528 (600-1¼)		560-1½ 528 (600-1½)	600-2 568 (600-2)



REIL Rwy 6 L
REIL Rwy 17
HIRL Rwy 6-24 L
HIRL Rwy 17-35

SE-2, 22 OCT 2009 to 19 NOV 2009

WAAS	APP CRS	Rwy Idg	6604
CH 50499	346°	TDZE	30
W35A		Apt Elev	32

RNAV (GPS) RWY 35

WILMINGTON INTL (ILM)

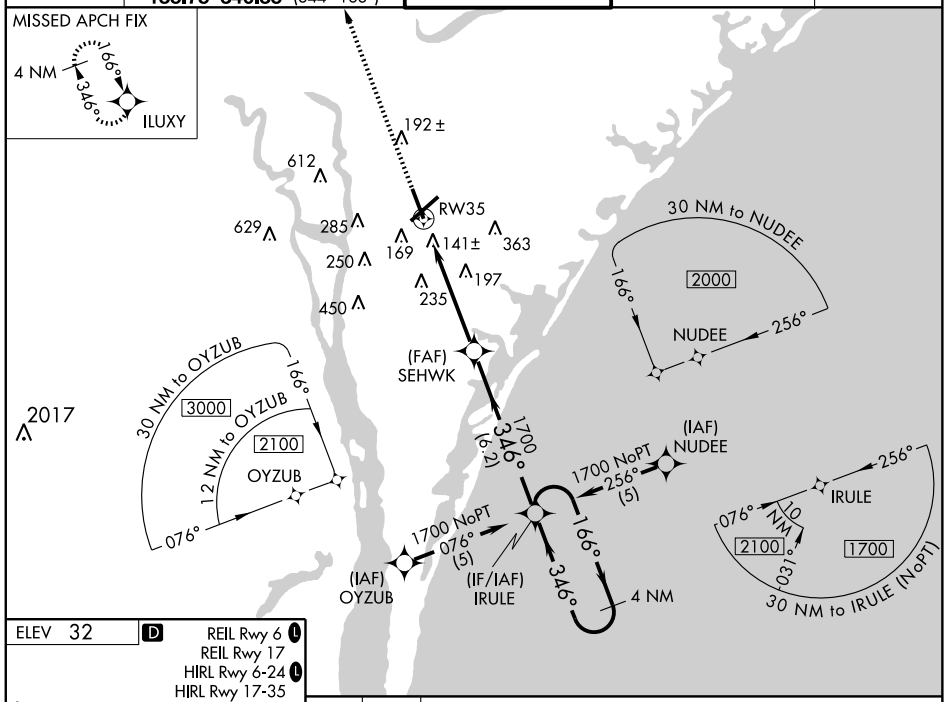
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (120°F). DME/DME RNP-0.3 NA. If local altimeter setting not received, use Oak Island altimeter setting and increase all DAs 52 feet and all MDAs 60 feet. VDP and Baro-VNAV NA when using Oak Island altimeter setting. For inoperative MALSR, increase LPV all Cats visibility to RVR 6000.

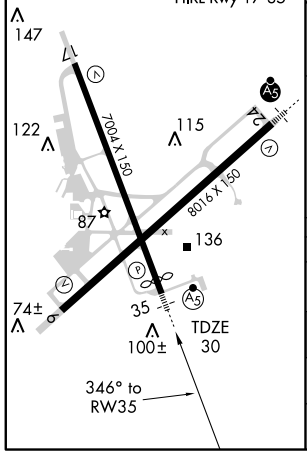
ASR

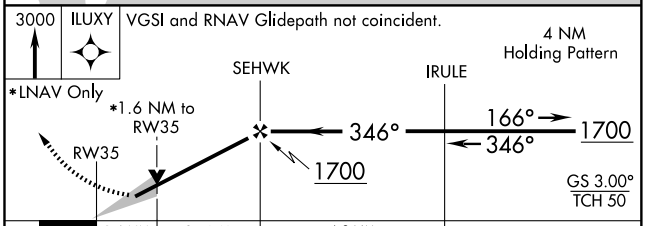
MALSR

MISSED APPROACH: Climb to 3000 direct ILUXY and hold.

ATIS	WILMINGTON APP CON ★	WILMINGTON TOWER ★	GND CON	UNICOM
124.975	118.25 284.65 (164°-343°) 135.75 346.35 (344°-163°)	119.9 (CTAF) L 239.3	121.9 348.6	122.95







CATEGORY	A	B	C	D
LPV DA	351/40 321 (400-¾)			
LNAV/ VNAV DA	471/50 441 (500-1)			
LNAV MDA	500/24 470 (500-½)		500/40 470 (500-¾)	500/50 470 (500-1)
CIRCLING	560-1½ 528 (600-1½)			600-2 568 (600-2)

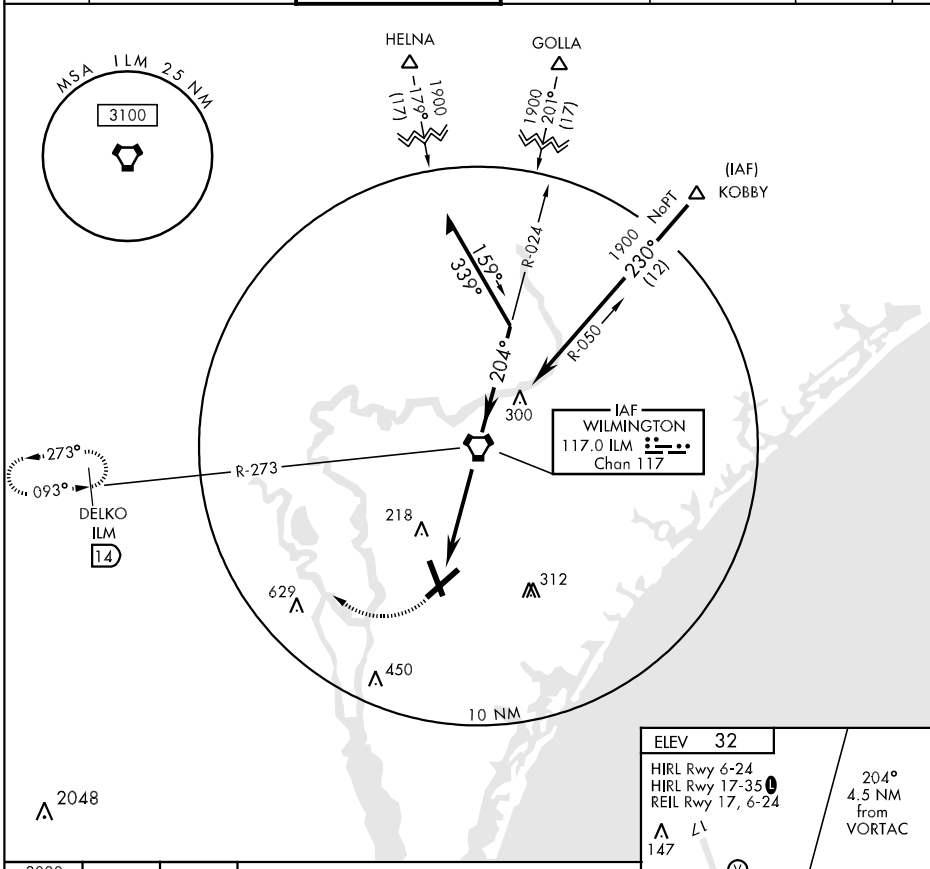
SE-2, 22 OCT 2009 to 19 NOV 2009

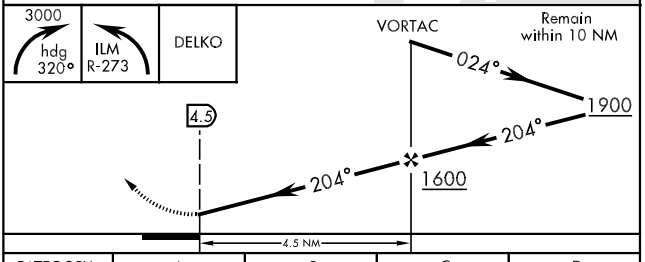
TACAN-A

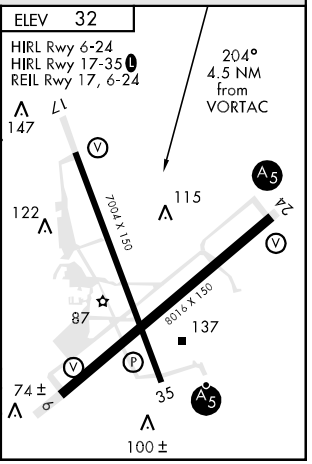
VORTAC ILM 117.0 Chan 117	APCH CRS 204°	Rwy ldg N/A TDZE N/A Arpt Elev 32	AL-459 [USN]	WILMINGTON INTL (KILM)

MISSED APPROACH: Climbing right turn to 3000 via hdg 320° and ILM VORTAC R-273 to DELKO int and hold.

ATIS	WILMINGTON APP CON	WILMINGTON TOWER ★	GND CON	CLNC DEL	UNICOM	ASR
124.975	135.75 346.35	119.9 (CTAF) L 239.3	121.9 348.6	121.9 348.6	122.95	







CATEGORY	A	B	C	D
CIRCLING	540-1 508 (600-1)		540-1½ 508 (600-1½)	640-2 608 (700-2)

SE-2, 22 OCT 2009 to 19 NOV 2009

APP CRS	Rwy Idg	4500
038°	TDZE	156
	Apt Elev	161

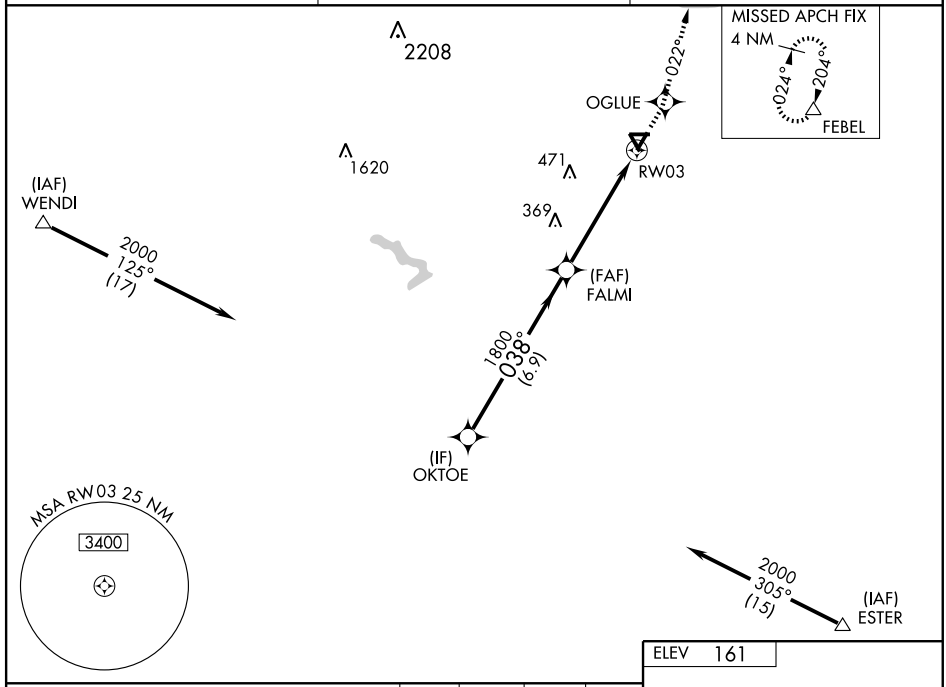
RNAV (GPS) RWY 3

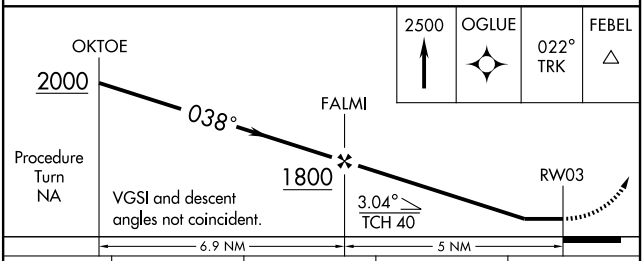
WILSON INDUSTRIAL AIR CENTER (W03)

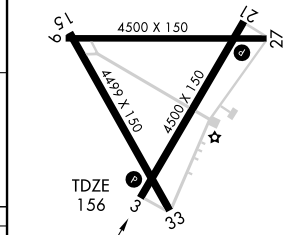
T NA — Circling to Rwy 9, 15, 27, 33 NA at night. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Obtain local altimeter setting on CTAF; when not received use Rocky Mount altimeter setting.

MISSED APPROACH: Climb to 2500 direct OGLUE then via 022° track to FEBEL and hold.

WASHINGTON CENTER	UNICOM	GCO
118.475 279.65	123.0 (CTAF) L	121.725







CATEGORY	A	B	C	D
LNAV MDA	560-1 404 (400-1)		560-1¼ 404 (400-1¼)	
CIRCLING	660-1 499 (500-1)		660-1½ 499 (500-1½)	720-2 559 (600-2)
ROCKY MOUNT ALTIMETER SETTING MINIMUMS				
LNAV MDA	580-1 424 (500-1)		580-1¼ 424 (500-1¼)	
CIRCLING	680-1 519 (600-1)		680-1½ 519 (600-1½)	720-2 559 (600-2)

REIL Rwys 3 and 21 L
MIRL Rwy 3-21 L

SE-2, 22 OCT 2009 to 19 NOV 2009

APP CRS	Rwy Idg	4500
095°	TDZE	161
	Apt Elev	161

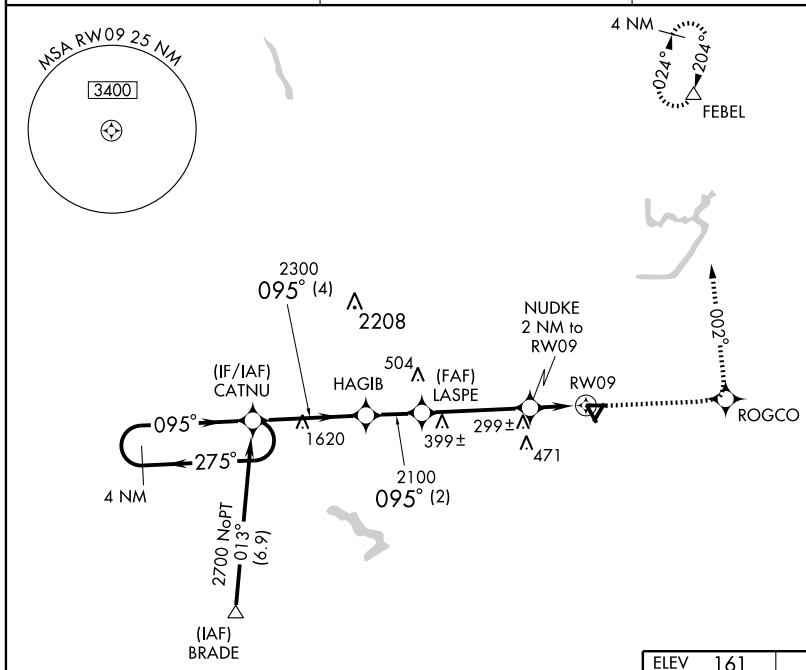
RNAV (GPS) RWY 9

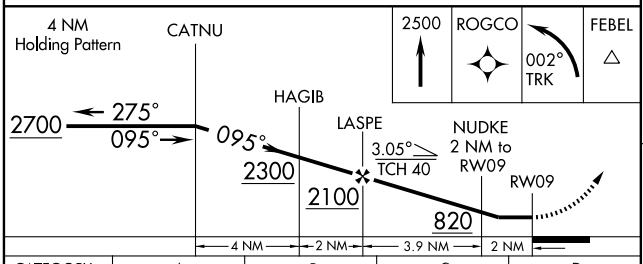
WILSON INDUSTRIAL AIR CENTER (W03)

DME/DME RNP-0.3 NA. Procedure NA at night. Visibility reduction by helicopters NA. Obtain local altimeter setting on CTAF; when not received use Rocky Mount altimeter setting.

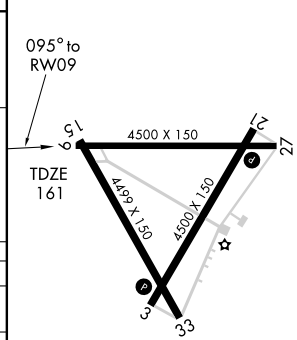
MISSED APPROACH: Climb to 2500 direct ROGCO then left turn via 002° track to FEBEL and hold.

WASHINGTON CENTER	UNICOM	GCO
118.475 279.65	123.0 (CTAF) L	121.725





CATEGORY	A	B	C	D
LNAV MDA	560-1 399 (400-1)			560-1¼ 399 (400-1¼)
CIRCLING	660-1 499 (500-1)		660-1½ 499 (500-1½)	720-2 559 (600-2)
ROCKY MOUNT ALTIMETER SETTING MINIMUMS				
LNAV MDA	580-1 419 (500-1)		580-1¼ 419 (500-1¼)	
CIRCLING	680-1 519 (600-1)		680-1½ 519 (600-1½)	720-2 559 (600-2)



REIL Rwys 3 and 21 L
MIRL Rwy 3-21 L

SE-2, 22 OCT 2009 to 19 NOV 2009

APP CRS	Rwy Idg	4499
158°	TDZE	161
	Apt Elev	161

RNAV (GPS) RWY 15

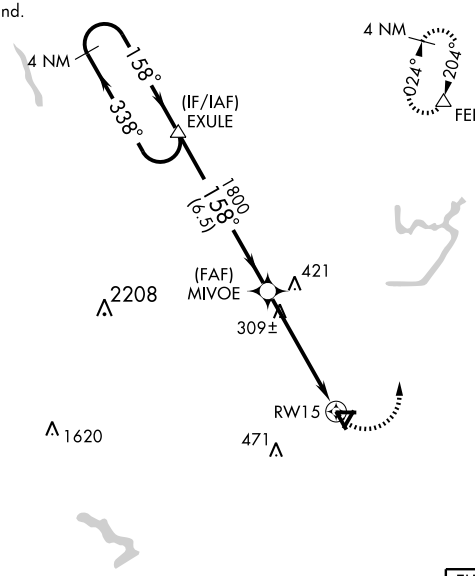
WILSON INDUSTRIAL AIR CENTER (W03)

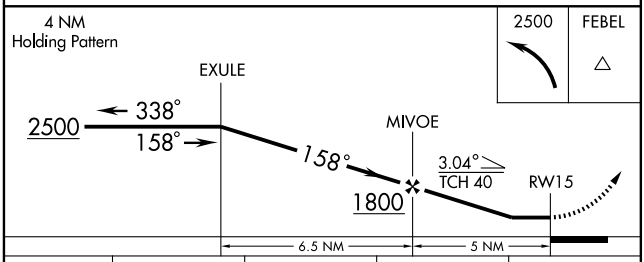
DME/DME RNP-0.3 NA. Procedure NA at night. Visibility reduction by helicopters NA. Obtain local altimeter setting on CTAF; when not received use Rocky Mount altimeter setting.

MISSED APPROACH: Climbing left turn to 2500 direct FEBEL and hold.

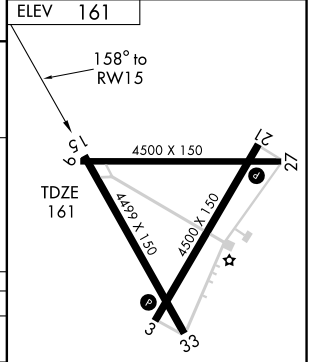
WASHINGTON CENTER	UNICOM	GCO
118.475 279.65	123.0 (CTAF) L	121.725

NoPT for arrival at EXULE on V194-310 eastbound.





CATEGORY	A	B	C	D
LNAV MDA	560-1 399 (400-1)			560-1¼ 399 (400-1¼)
CIRCLING	660-1 499 (500-1)		660-1½ 499 (500-1½)	720-2 559 (600-2)
ROCKY MOUNT ALTIMETER SETTING MINIMUMS				
LNAV MDA	580-1 419 (500-1)		580-1¼ 419 (500-1¼)	
CIRCLING	680-1 519 (600-1)		680-1½ 519 (600-1½)	720-2 559 (600-2)



REIL Rwys 3 and 21 L

MIRL Rwy 3-21 L

SE-2, 22 OCT 2009 to 19 NOV 2009

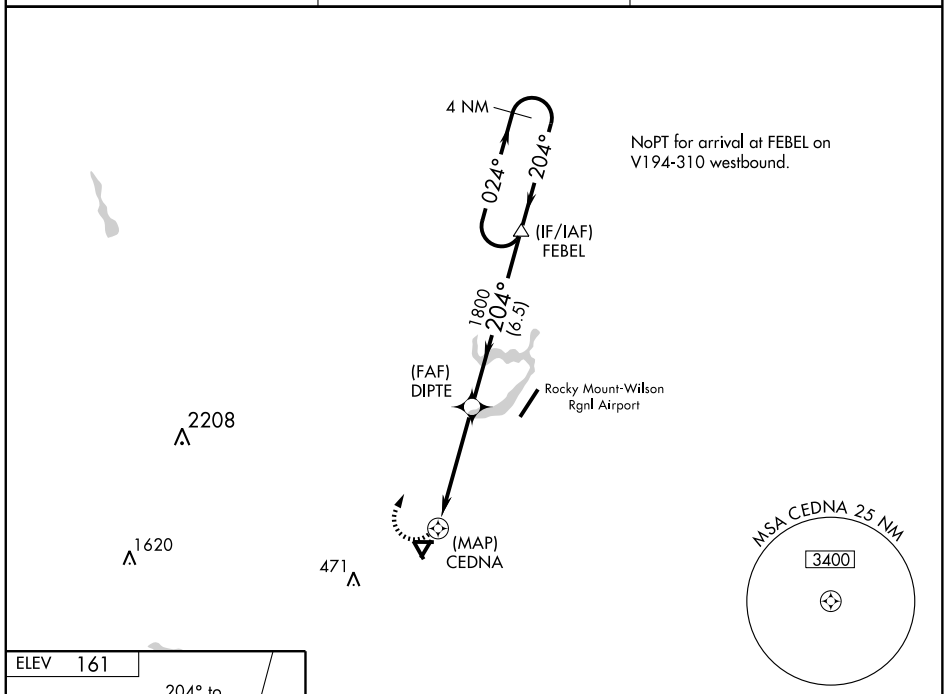
APP CRS	Rwy Idg	4500
204°	TDZE	159
	Apt Elev	161

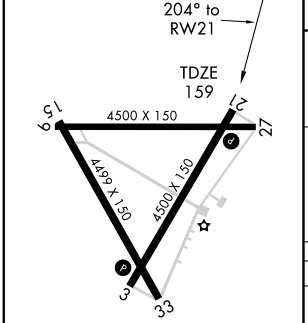
RNAV (GPS) RWY 21
WILSON INDUSTRIAL AIR CENTER (WØ3)

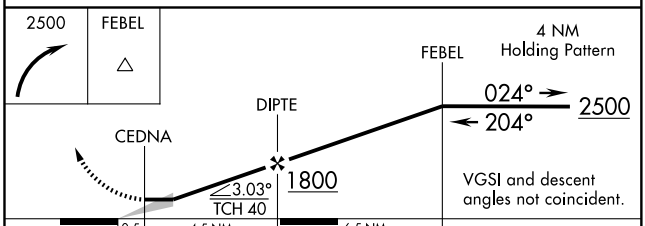
Obtain local altimeter setting on CTAF; when not received use Rocky Mount-Wilson Rgnl altimeter setting. DME/DME RNP-0.3 NA. Circling NA at night to Rwys 9, 27, 15, 33.

MISSED APPROACH: Climbing right turn to 2500 direct FEBEL WP and hold.

WASHINGTON CENTER	UNICOM	GCO
118.475 279.65	123.0 (CTAF) L	121.725







CATEGORY	A	B	C	D
LNAV MDA	560-1 401 (400-1)		560-1¼ 401 (400-1¼)	
CIRCLING	660-1 499 (500-1)		660-1½ 499 (500-1½)	720-2 559 (600-2)
ROCKY MOUNT-WILSON RGNL ALTIMETER SETTING MINIMUMS				
LNAV MDA	560-1 401 (400-1)		560-1¼ 401 (400-1¼)	
CIRCLING	680-1 519 (600-1)		680-1½ 519 (600-1½)	720-2 559 (600-2)

REIL Rwys 3 and 21 L
MIRL Rwy 3-21 L

SE-2, 22 OCT 2009 to 19 NOV 2009

APP CRS	Rwy Idg	4499
339°	TDZE	157
	Apt Elev	161

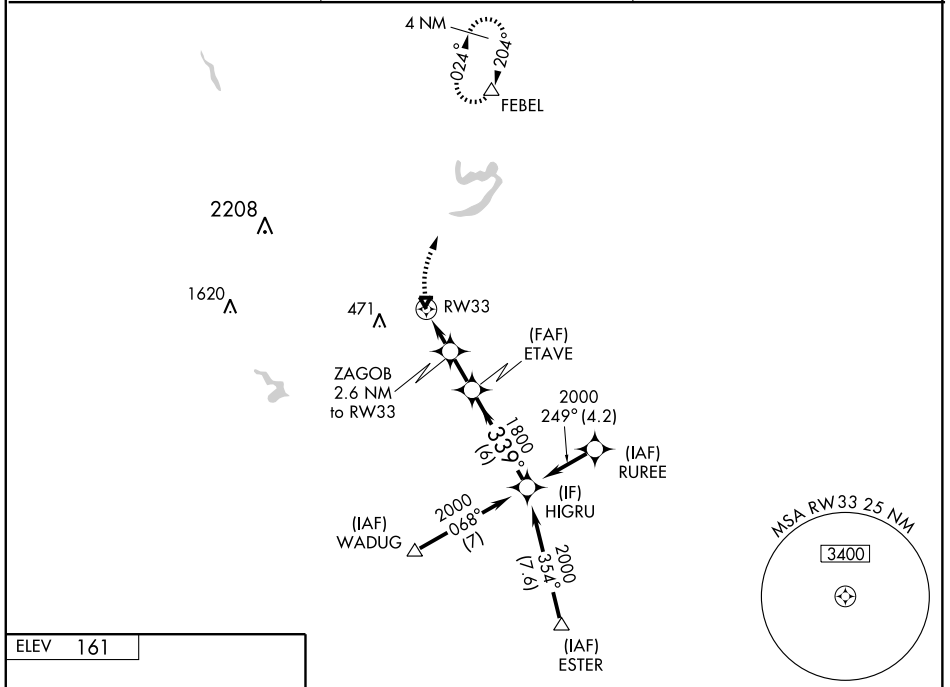
RNAV (GPS) RWY 33

WILSON INDUSTRIAL AIR CENTER (WØ3)

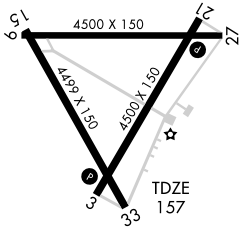
Obtain local altimeter setting on CTAF; when not received use Rocky Mount-Wilson Rgnl altimeter setting. Straight-in minimums NA at night. DME/DME RNP-0.3 NA. Circling NA at night to Rwys 9, 27, 15, 33.

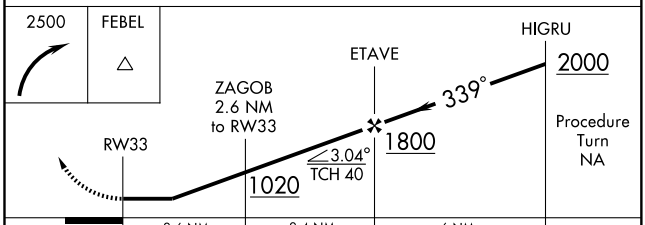
MISSED APPROACH: Climbing right turn to 2500 direct FEBEL WP and hold.

WASHINGTON CENTER	UNICOM	GCO
118.475 279.65	123.0 (CTAF) L	121.725



ELEV 161





CATEGORY	A	B	C	D
LNAV MDA	640-1	483 (500-1)	640-1¼ 483 (500-1¼)	640-1½ 483 (500-1½)
CIRCLING	660-1	499 (500-1)	660-1½ 499 (500-1½)	720-2 559 (600-2)
ROCKY MOUNT-WILSON RGNL ALTIMETER SETTING MINIMUMS				
LNAV MDA	660-1	503 (500-1)	660-1½	503 (500-1½)
CIRCLING	680-1	519 (600-1)	680-1½ 519 (600-1½)	720-2 559 (600-2)

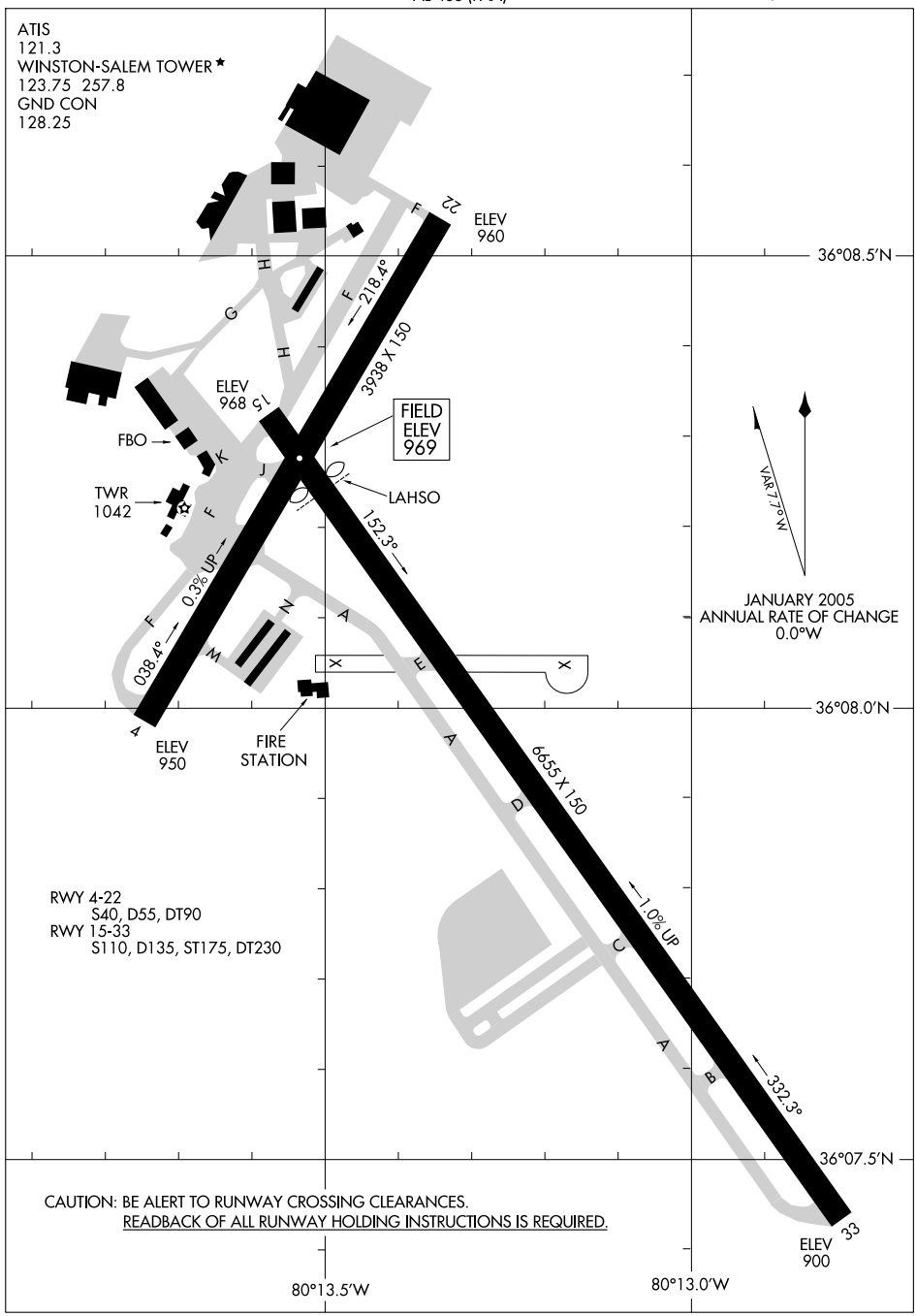
REIL Rwys 3 and 21 L
MIRL Rwy 3-21 L

SE-2, 22 OCT 2009 to 19 NOV 2009

09295

AIRPORT DIAGRAM

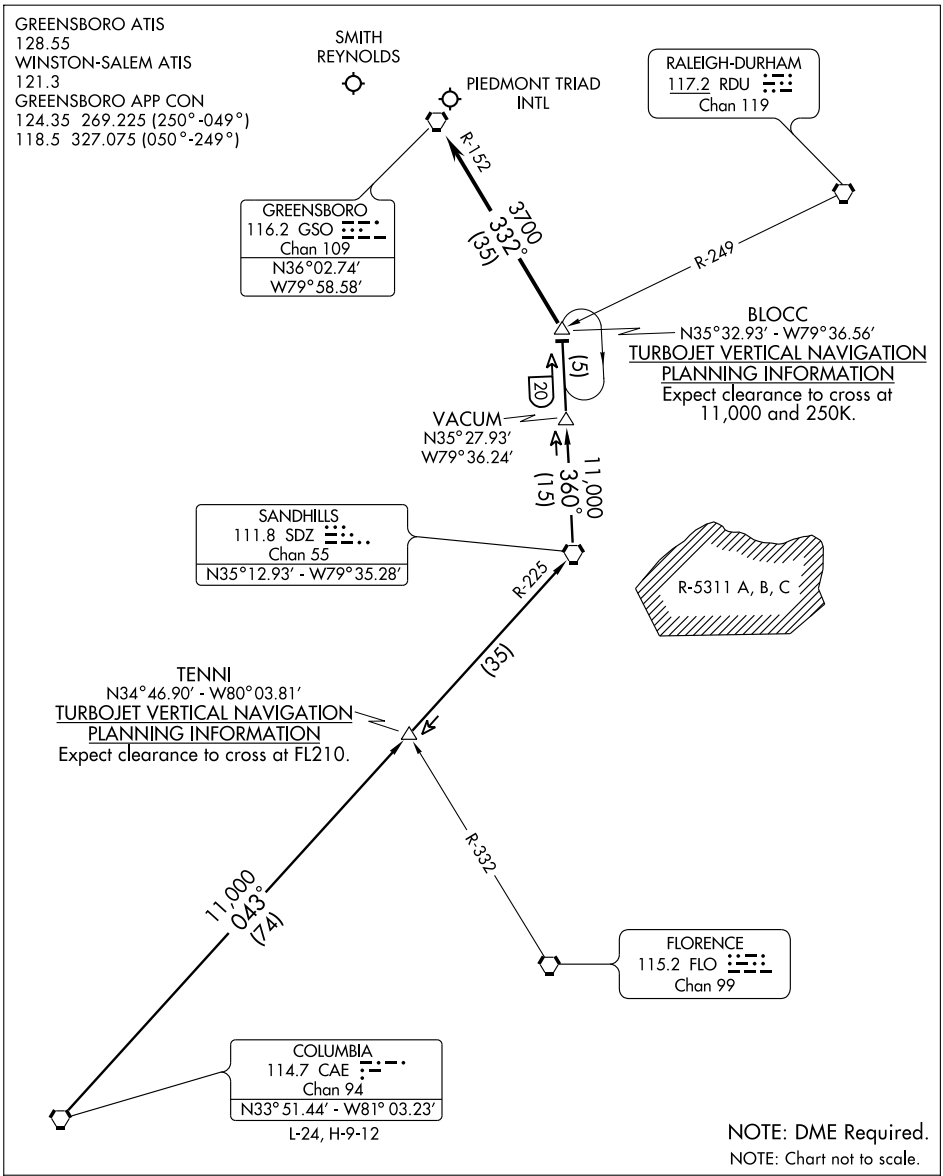
WINSTON-SALEM /SMITH REYNOLDS (INT)
WINSTON-SALEM, NORTH CAROLINA
AL-463 (FAA)



SE-2, 22 OCT 2009 to 19 NOV 2009

BLOCC ONE ARRIVAL (BLOCC.BLOCC1)

GREENSBORO, NORTH CAROLINA



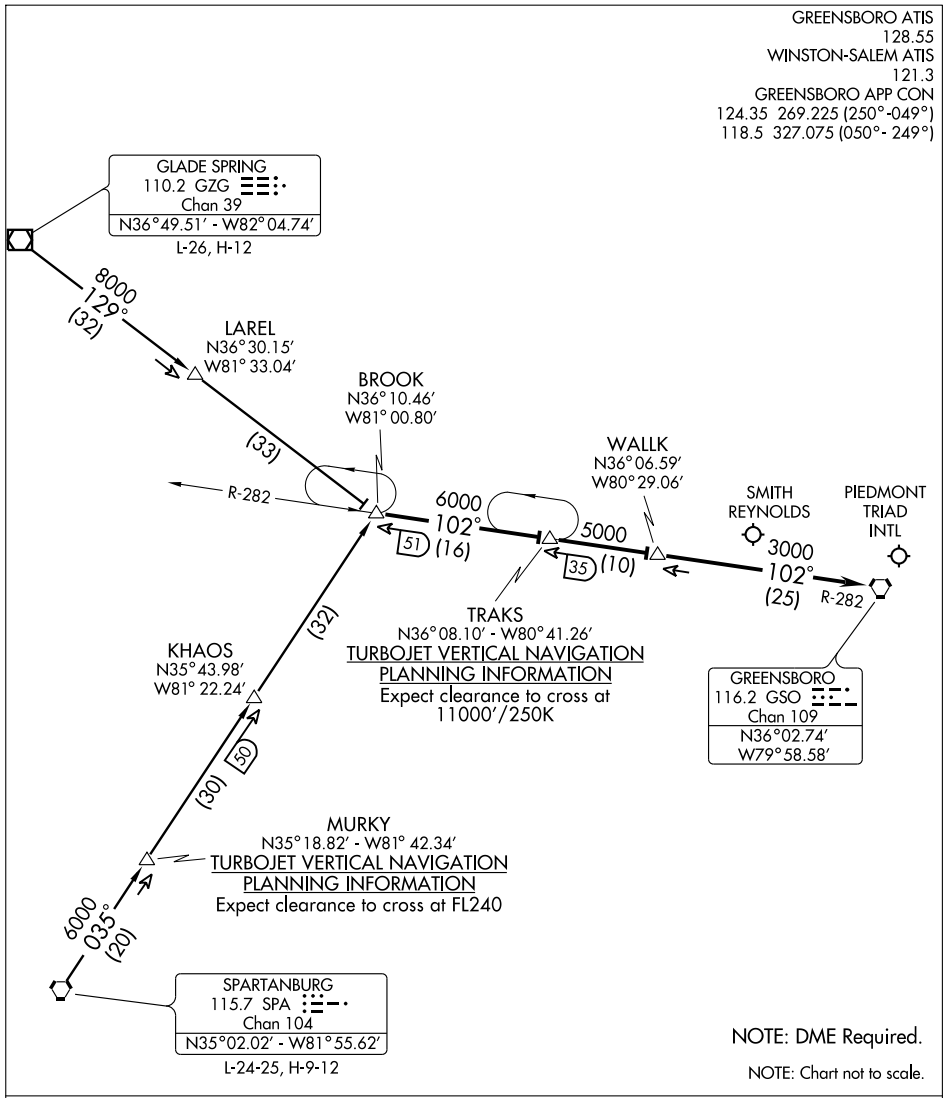
COLUMBIA TRANSITION (CAE.BLOCC1): From over CAE VORTAC via CAE R-043 and SDZ R-225 to SDZ VORTAC, then via SDZ R-360 to BLOCC INT. Thence. . . .

. . . .From over BLOCC INT via GSO R-152 to GSO VORTAC. Expect radar vectors to final approach course.

SE-2, 22 OCT 2009 to 19 NOV 2009

BROOK TWO ARRIVAL (BROOK.BROOK2)

GREENSBORO, NORTH CAROLINA



GLADE SPRING TRANSITION (GZG.BROOK2): From over GZG VOR/DME via GZG R-129 to BROOK INT. Thence. . . .

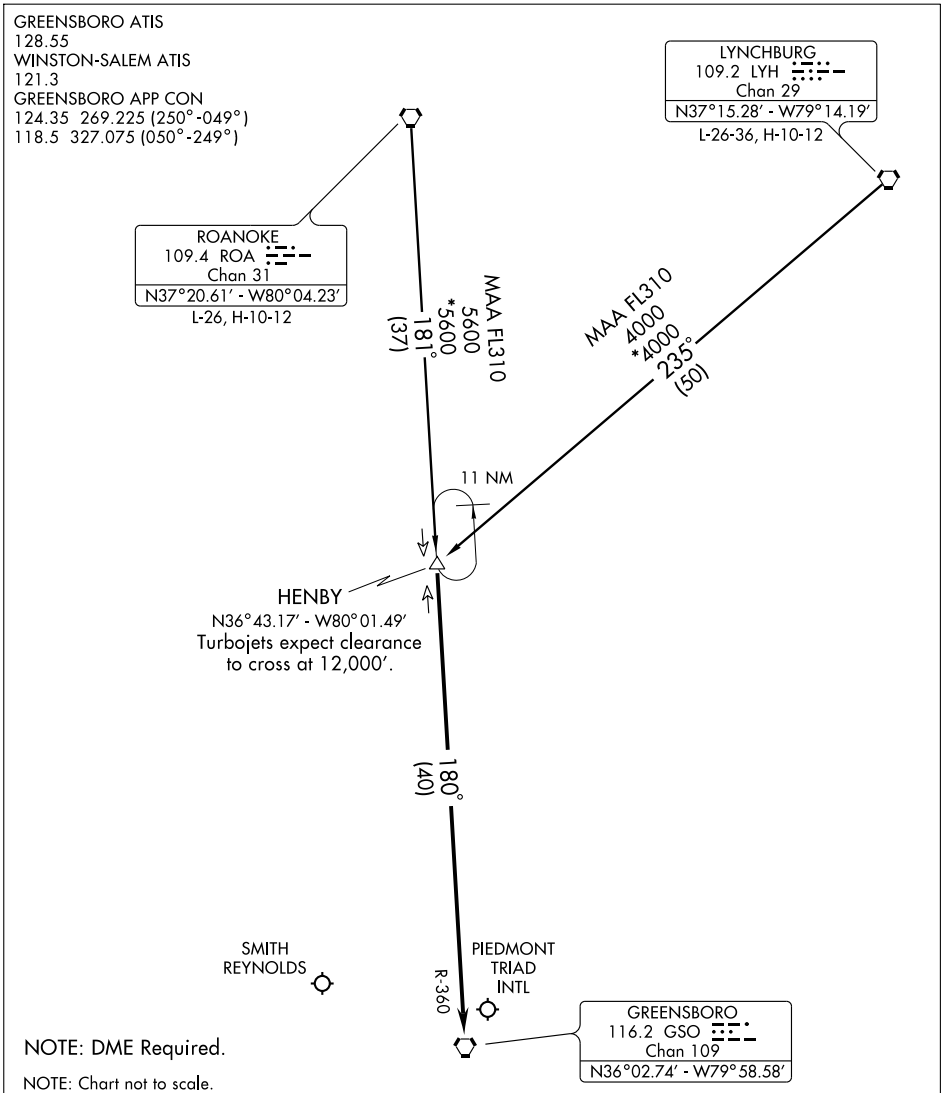
SPARTANBURG TRANSITION (SPA.BROOK2): From over SPA VORTAC via SPA R-035 to BROOK INT. Thence. . . .

. . . .From over BROOK INT via GSO R-282 to GSO VORTAC. Expect radar vectors to final approach course.

SE-2, 22 OCT 2009 to 19 NOV 2009

HENBY TWO ARRIVAL (HENBY.HENBY2)

GREENSBORO, NORTH CAROLINA



LYNCHBURG TRANSITION (LYH.HENBY2): From over LYH VORTAC via LYH R-235 to HENBY INT. Thence. . . .

ROANOKE TRANSITION (ROA.HENBY2): From over ROA VORTAC via ROA R-181 to HENBY INT. Thence. . . .

. . . .From over HENBY INT via GSO R-360 to GSO VORTAC. Expect radar vectors to final approach course.

SE-2, 22 OCT 2009 to 19 NOV 2009

LOC I-INT	APP CRS	Rwy Idg	6655
110.3	332°	TDZE	941
		Apt Elev	969

ILS or LOC RWY 33

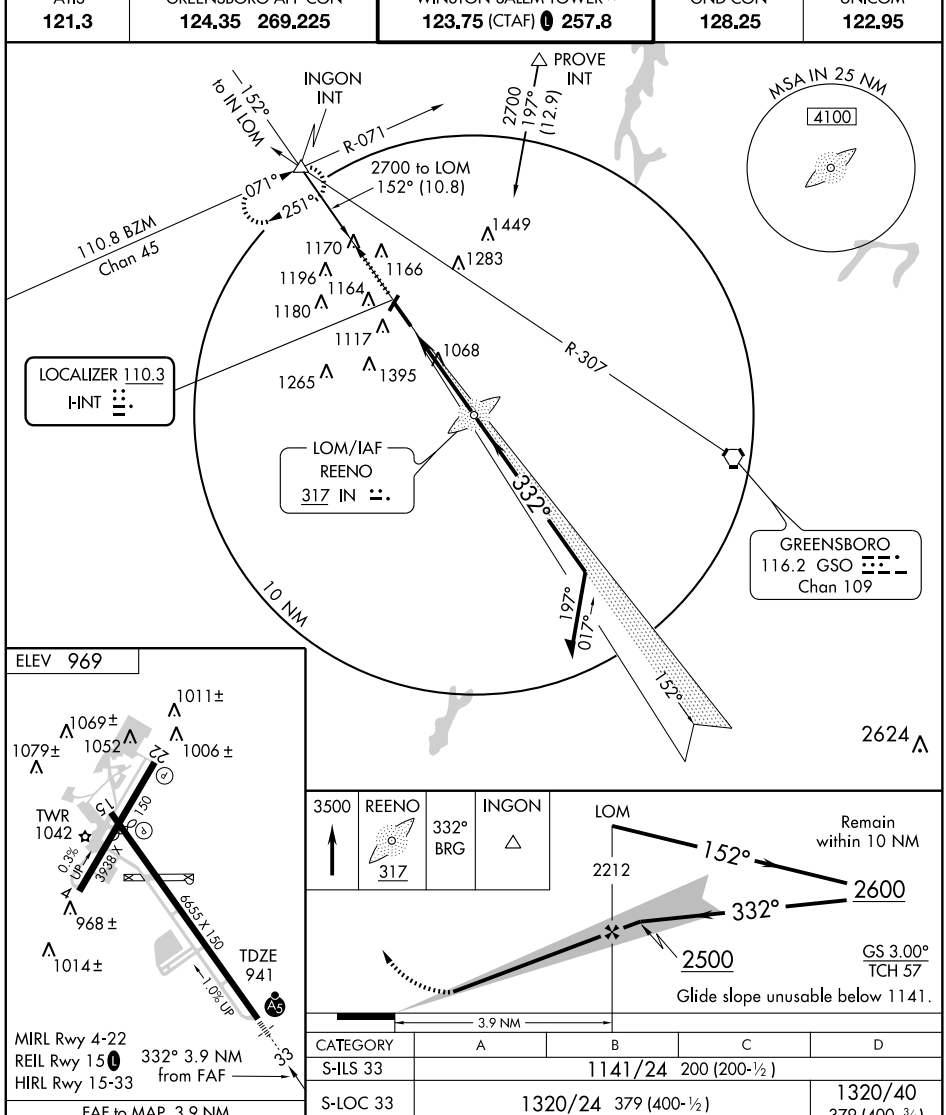
WINSTON-SALEM / SMITH REYNOLDS (INT)

For inoperative MALSR, when using Piedmont Triad Intl altimeter setting, increase S-ILS 33 visibility to RVR 5000 all Cats. When local altimeter setting not received, use Piedmont Triad Intl altimeter setting and increase all DA 39 feet and all MDA 40 feet; increase S-LOC 33 Cat. C visibility to RVR 4000 and Circling Cat. D ¼ mile. ADF Required.

MALSR

MISSED APPROACH: Climb to 3500 via 332° bearing from REENO LOM to INGON Int and hold, continue climb-in-hold to 3500.

ATIS	GREENSBORO APP CON	WINSTON-SALEM TOWER ★	GND CON	UNICOM
121.3	124.35 269.225	123.75 (CTAF) L 257.8	128.25	122.95

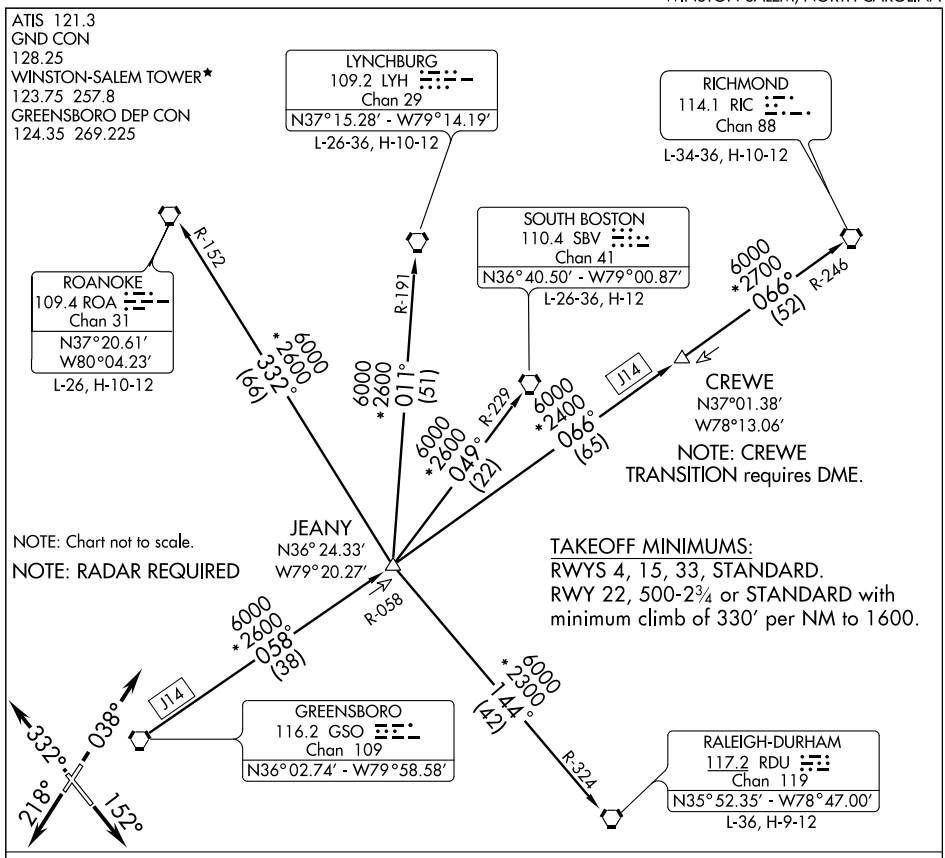


FAF to MAP 3.9 NM					
Knots	60	90	120	150	180
Min:Sec	3:54	2:36	1:57	1:34	1:18

CATEGORY	A	B	C	D
S-ILS 33	1141/24 200 (200-½)			
S-LOC 33	1320/24 379 (400-½)			1320/40 379 (400-¾)
CIRCLING	1480-1 511 (600-1)	1580-1 611 (700-1)	1580-1¾ 611 (700-1¾)	1740-2½ 771 (800-2½)

SE-2, 22 OCT 2009 to 19 NOV 2009

QUAKER THREE DEPARTURE



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 4: Climb heading 038°. Thence....
TAKEOFF RWY 15: Climb heading 152°. Thence....
TAKEOFF RWY 22: Climb heading 218°. Thence....
TAKEOFF RWY 33: Climb heading 332°. Thence....

TURBOJETS: Maintain 4000. TURBOPROP/PROP: Maintain 2500 or assigned altitude.

. . . Expect vector to intercept assigned radial associated with issued transition. Proceed via the depicted radial to the transition fix then as filed. If no transition assigned, expect vector to appropriate fix. Expect filed altitude/flight level ten minutes after departure.

DEPARTURE ROUTE DESCRIPTION (CONTINUED)

RICHMOND TRANSITION (QUAK3.RIC): From over GSO VORTAC via GSO R-058 to JEANY INT then via GSO R-058 and RIC R-246 to CREWE DME fix. Then via RIC R-246 to RIC VORTAC.

LYNCHBURG TRANSITION (QUAK3.LYH): From over GSO VORTAC via GSO R-058 to JEANY INT then via LYH R-191 to LYH VORTAC.

RALEIGH-DURHAM TRANSITION (QUAK3.RDU): From over GSO VORTAC via GSO R-058 to JEANY INT then via RDU R-324 to RDU VORTAC.

ROANOKE TRANSITION (QUAK3.ROA): From over GSO VORTAC via GSO R-058 to JEANY INT then via ROA R-152 to ROA VORTAC.

SOUTH BOSTON TRANSITION (QUAK3.SBV): From over GSO VORTAC via GSO R-058 to JEANY INT then via SBV R-229 to SBV VORTAC.

TAKEOFF OBSTACLE NOTES:

RWY 4: Multiple trees beginning 1,014' from DER, 159' left of centerline, up to 92' AGL/1,041' MSL. Multiple trees beginning 2' from DER, 195' right of centerline, up to 62' AGL/1,051' MSL.

RWY 15: Bush and multiple trees beginning 109' from DER, 237' left of centerline, up to 81' AGL/960' MSL. Multiple trees beginning 123' from DER, 433' right of centerline, up to 66' AGL/945' MSL.

RWY 22: Multiple trees beginning 376' from DER, 136' left of centerline, up to 65' AGL/1,014' MSL. Antenna 4,538' from DER, 1,044' left of centerline, 189' AGL/1,138' MSL. Tower 2.1 NM from DER, 2,784' left of centerline, 468' AGL/1,395' MSL. Antenna on building 2.3 NM from DER, 3,230' left of centerline, 460' AGL/1,376' MSL.

RWY 33: Floodlight, multiple hangars, poles, and trees beginning 230' from DER, 41' left of centerline, up to 74' AGL/1,083' MSL. Pole, windsock, multiple buildings and trees beginning 13' from DER, 141' right of centerline, up to 85' AGL/1,084' MSL.

SE-2, 22 OCT 2009 to 19 NOV 2009

APP CRS	Rwy Idg	6069
152°	TDZE	968
	Apt Elev	969

RNAV (GPS) RWY 15

WINSTON-SALEM / SMITH REYNOLDS (INT)

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Piedmont Triad Intl altimeter setting and increase all MDA 40 feet and Circling Cat. D visibility ¼ mile.

MISSED APPROACH: Climb to 3000 direct COLEB and via track 102° to GSO VORTAC and hold.

ATIS	GREENSBORO APP CON	WINSTON-SALEM TOWER ★	GND CON	UNICOM
121.3	124.35 269.225	123.75 (CTAF) L 257.8	128.25	122.95

Procedure NA for arrival at FREON via V222 Northeast bound.

(IAF) FREON

4100 NoPT 202° (15.7)

2579

3089

5 NM 152° 332°

(IF/IAF) ADKAW

2700 152° (6.1)

4600 280° (11.7) PROVE

4100 to ADKAW 331° (5.4) INGON

MSA RW15 25 NM 4100

(FAF) GASTN

1197±

1170 1166 1449

1196 1283

1180 1164 RW15

1117

1265 1395

COLEB 102° GREENSBORO GSO 107° 287° 4 NM

ELEV 969

152° to RW15

1011±

1069± 1052 1006±

1079±

TWR 1042

TDZE 968

0.3% UP

3988 X 150

6655 X 150

968±

1014±

1.0% UP

5 NM Holding Pattern

ADKAW

4100 332° 152°

GASTN

152°

2700

3.04° TCH 36

RW15

6.1 NM 5.3 NM

3000	COLEB	102° TRK	GSO

CATEGORY	A	B	C	D
LNAV MDA	1420-1 452 (500-1)		1420-1¼ 452 (500-1¼)	1420-1½ 452 (500-1½)
CIRCLING	1480-1 511 (600-1)	1580-1 611 (700-1)	1580-1½ 611 (700-1½)	1740-2¼ 771 (800-2¼)

MIRL Rwy 4-22
REIL Rwy 15 L
HIRL Rwy 15-33

SE-2, 22 OCT 2009 to 19 NOV 2009

WAAS	APP CRS	Rwy Idg	6655
CH 82011	332°	TDZE	941
W33A		Apt Elev	969

RNAV (GPS) RWY 33

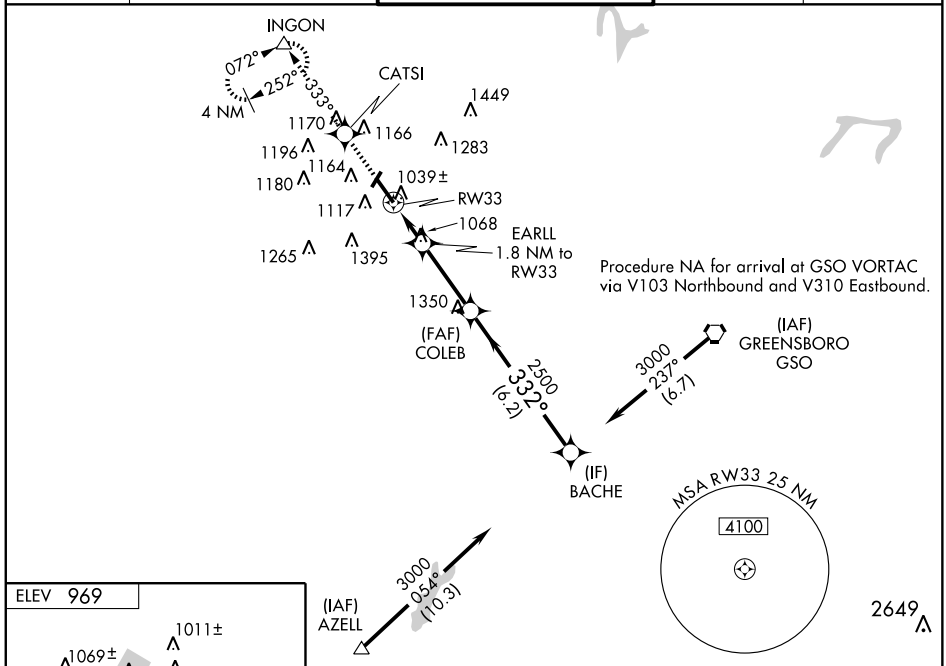
WINSTON-SALEM / SMITH REYNOLDS (INT)

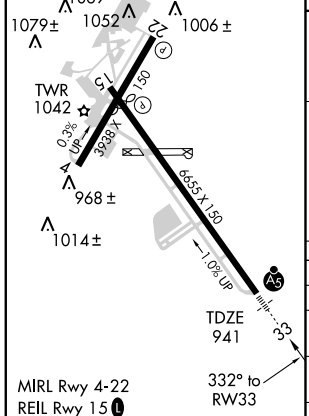
For inoperative MALSR, when using Piedmont Triad Intl altimeter setting, increase LPV all Cats. visibility to 1 mile. Baro-VNAV NA when using Piedmont Triad Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Piedmont Triad Intl altimeter setting and increase all DA 39 feet, and all MDA 40 feet, increase LNAV/VNAV all Cats. and Circling Cat. D visibility ¼ mile.

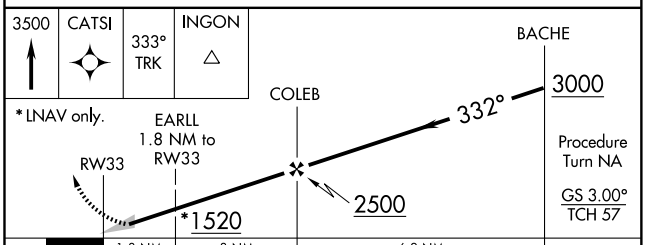
MALSR

MISSED APPROACH: Climb to 3500 direct CATSI and via 333° track to INGON and hold, continue climb-in-hold to 3500.

ATIS	GREENSBORO APP CON	WINSTON-SALEM TOWER ★	GND CON	UNICOM
121.3	124.35 269.225	123.75 (CTAF) 257.8	128.25	122.95





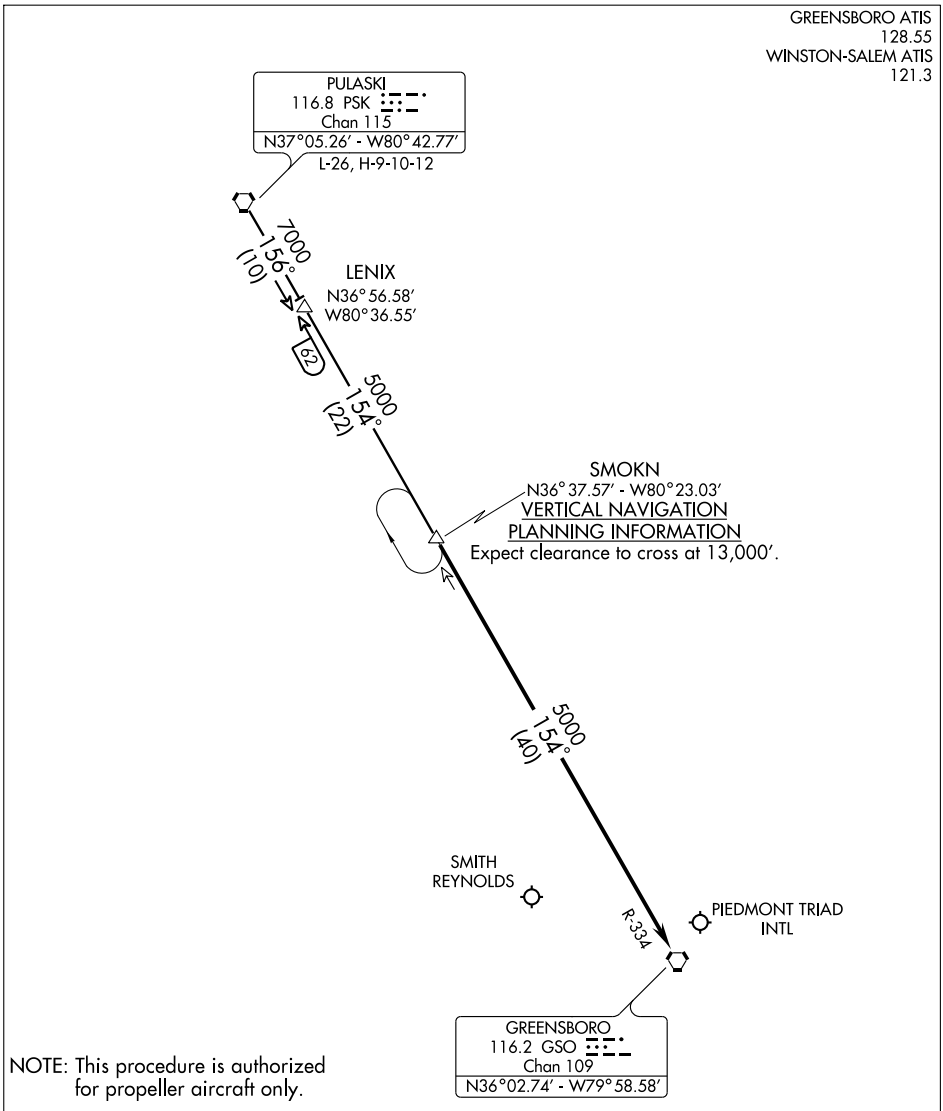


CATEGORY	A	B	C	D
LPV DA	1141/24 200 (200-½)			
LNAV/VNAV DA	1407/60 466 (500-1¼)			
LNAV MDA	1380/24 439 (500-½)		1380/40 439 (500-¾)	1380/50 439 (500-1)
CIRCLING	1480-1 511 (600-1)	1580-1 611 (700-1)	1580-1¾ 611 (700-1¾)	1740-2½ 771 (800-2½)

SE-2. 22 OCT 2009 to 19 NOV 2009

SMOKN THREE ARRIVAL (SMOKN.SMOKN3)

GREENSBORO, NORTH CAROLINA



NOTE: This procedure is authorized for propeller aircraft only.

NOTE: Chart not to scale.

PULASKI TRANSITION (PSK.SMOKN3): From over PSK VORTAC via PSK R-156 to LENIX INT. Thence via GSO R-334 to SMOKN INT. Thence....

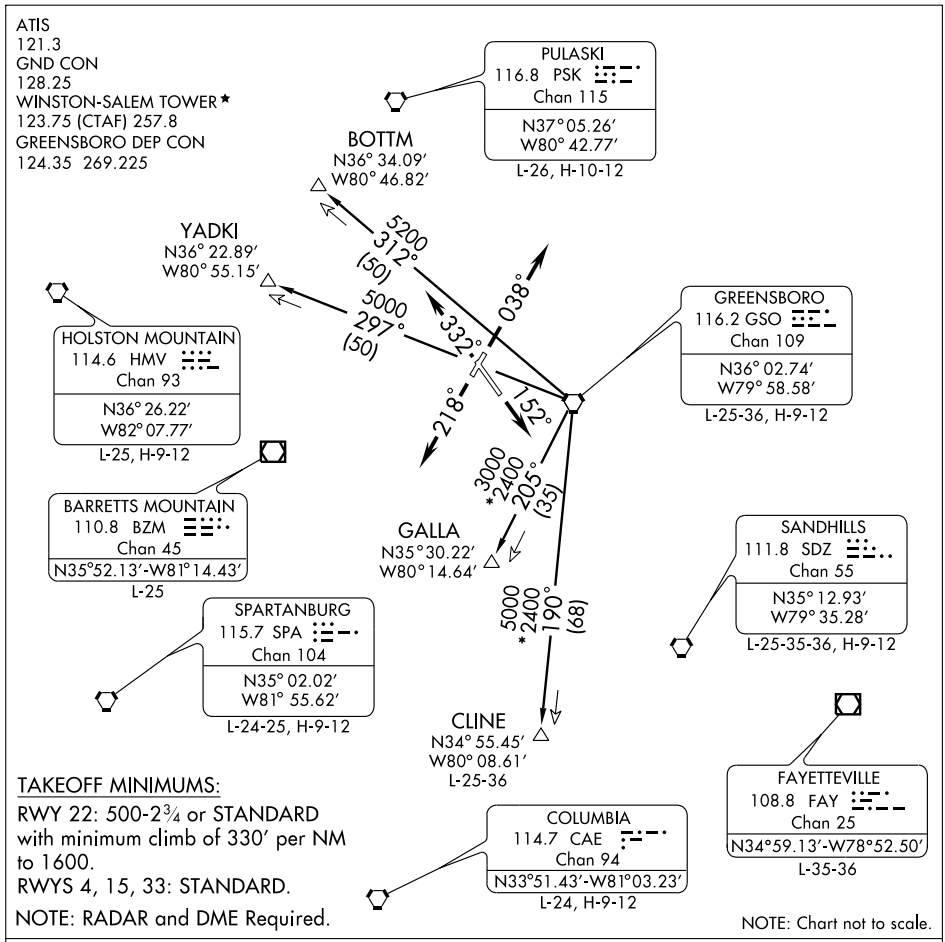
. . . .From over SMOKN INT via GSO R-334 to GSO VORTAC. Expect radar vectors to final approach course.

SE-2, 22 OCT 2009 to 19 NOV 2009

TRIAD SIX DEPARTURE

SL-463 (FAA)

WINSTON-SALEM/ SMITH REYNOLDS (INT)
WINSTON-SALEM, NORTH CAROLINA



TAKEOFF MINIMUMS:

RWY 22: 500-2¾ or STANDARD with minimum climb of 330′ per NM to 1600.
RWYS 4, 15, 33: STANDARD.

NOTE: RADAR and DME Required.

NOTE: Chart not to scale.

SE-2, 22 OCT 2009 to 19 NOV 2009

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 4: Climb heading 038°. Thence. . . .
TAKEOFF RWY 15: Climb heading 152°. Thence. . . .
TAKEOFF RWY 22: Climb heading 218°. Thence. . . .
TAKEOFF RWY 33: Climb heading 332°. Thence. . . .

Turbojets: Maintain 4000.
Turboprop/Prop: Maintain 2500 or assigned altitude.
Expect vector to intercept assigned radial associated with the issued transition. Proceed via the depicted radial to the transition fix; thence as filed. If no transition assigned, expect vector to the appropriate fix. Expect filed altitude/flight level ten minutes after departure.

(NARRATIVE ON FOLLOWING PAGE)

BOTTM TRANSITION (TRI6.BOTTM): From over GSO VORTAC via GSO R-312 to BOTTM.
CLINE TRANSITION (TRI6.CLINE): From over GSO VORTAC via GSO R-190 to CLINE.
GALLA TRANSITION (TRI6.GALLA): From over GSO VORTAC via GSO R-205 to GALLA.
YADKI TRANSITION (TRI6.YADKI): From over GSO VORTAC via GSO R-297 to YADKI.

TAKEOFF OBSTACLE NOTES:

RWY 4: Multiple trees beginning 1,014' from DER, 159' left of centerline, up to 92' AGL/1,041' MSL. Multiple trees beginning 2' from DER, 195' right of centerline, up to 62' AGL/1,051' MSL.

RWY 15: Bush and multiple trees beginning 109' from DER, 237' left of centerline, up to 81' AGL/960' MSL. Multiple trees beginning 123' from DER, 433' right of centerline, up to 66' AGL/945' MSL.

RWY 22: Multiple trees beginning 376' from DER, 136' left of centerline, up to 65' AGL/1,014' MSL. Antenna 4,538' from DER, 1,044' left of centerline, 189' AGL/1,138' MSL. Tower 2.1 NM from DER, 2,784' left of centerline, 468' AGL/1,395' MSL. Antenna on building 2.3 NM from DER, 3,230' left of centerline, 460' AGL/1,376' MSL.

RWY 33: Floodlight, multiple hangars, poles, and trees beginning 230' from DER, 41' left of centerline, up to 74' AGL/1,083' MSL. Pole, windsock, multiple buildings and trees beginning 13' from DER, 141' right of centerline, up to 85' AGL/1,084' MSL.

WINSTON-SALEM, NORTH CAROLINA AL-463 (FAA)

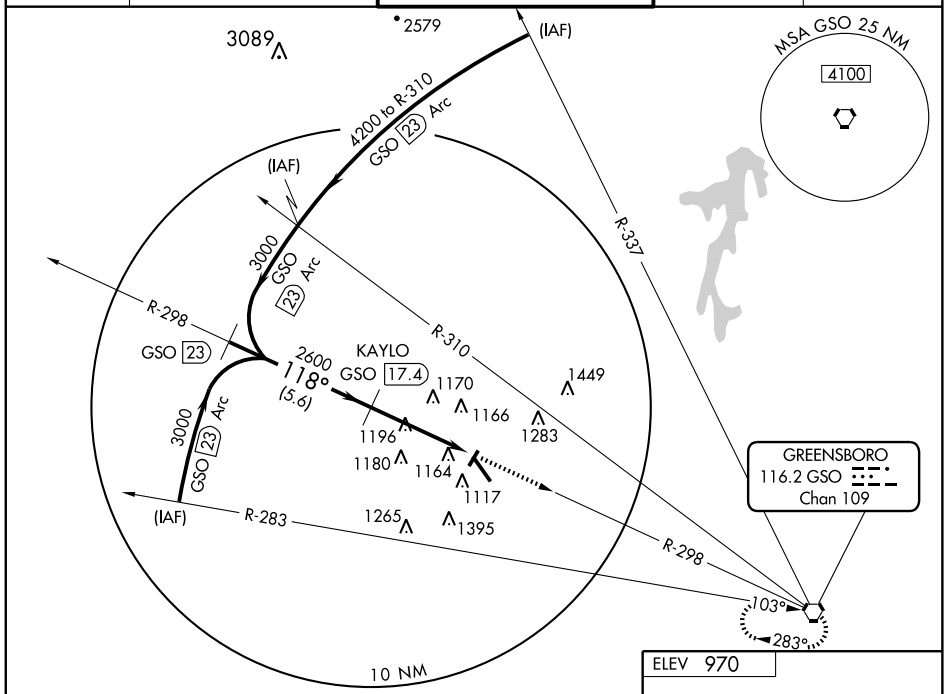
VORTAC GSO	APP CRS	Rwy Idg	6069
116.2	118°	TDZE	968
Chan 109		Apt Elev	970

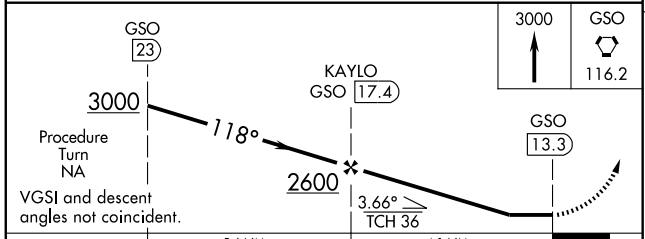
VOR/DME RWY 15

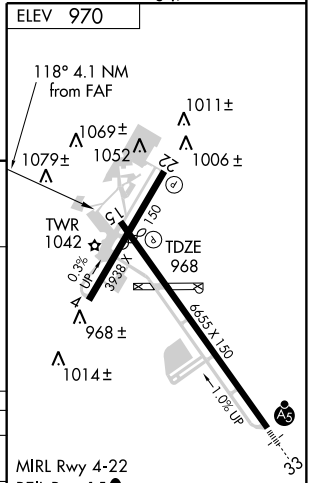
WINSTON-SALEM / SMITH REYNOLDS (INT)

MISSED APPROACH: Climb to 3000 direct GSO VORTAC and hold.

ATIS	GREENSBORO APP CON	WINSTON-SALEM TOWER ★	GND CON	UNICOM
121.3	124.35 269.225	123.75 (CTAF) L 257.8	128.25	122.95







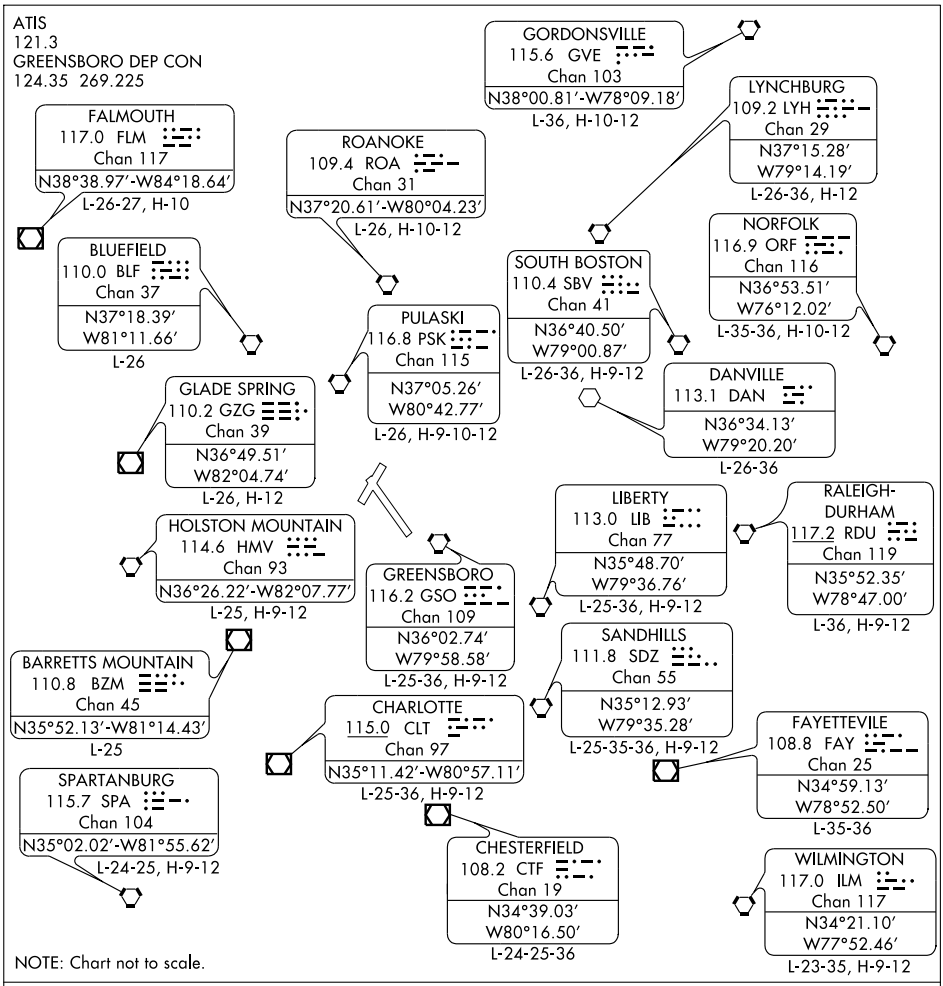
CATEGORY	A	B	C	D
S-15	1500-1	532 (600-1)	1500-1½ 532 (600-1½)	1500-1¾ 532 (600-1¾)
CIRCLING	1500-1 530 (600-1)	1580-1 610 (700-1)	1580-1¾ 610 (700-1¾)	1740-2½ 770 (800-2½)

SE-2, 22 OCT 2009 to 19 NOV 2009

SL-463 (FAA)

WINSTON ONE DEPARTURE

WINSTON-SALEM/SMITH REYNOLDS (INT)
WINSTON-SALEM, NORTH CAROLINA



DEPARTURE ROUTE DESCRIPTION

All aircraft cleared as filed.

TURBOJETS: Fly runway heading or heading assigned by tower, maintain 5000 feet or assigned altitude. Thence....

PROPELLER AIRCRAFT: Fly runway heading or heading assigned by tower, maintain assigned altitude. Thence....

....Expect vectors to join filed route. Expect filed altitude 10 minutes after departure.

SE-2, 22 OCT 2009 to 19 NOV 2009